Springfield, Missouri

THE LITERARY DIGEST
(Title registered in U. S. Patent Office and in Foreign Countries)
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TOPICS OF THE DAY

(This title registered in U. S. Patent Office)

LINDBERGH'S LEAP TO PARIS AND FAME

"WELL, LET'S GO," said Charles A. Lindbergh, the twenty-five-year-old United States air-mail pilot, as he climbed into the cockpit of his small, one-engined monoplane, and with a sandwich or two and a bottle of water for sustenance, prepared to jump off on his solitary, sleepless, flight from New York to Paris. "I am Charles Lindbergh," he quietly announced thirty-three and a half hours later, landing at Le Bourget field, Paris, and the waiting thousands nearly wrecked his plane with their frenzied welcome. Thus simply, almost casually, did this unknown boy "put over" what is acclaimed as "the greatest sporting event in history," winning, in a few lonely, tense hours, the immortality of fame and the affectionate admiration of the world. "'We,' as used by this amazing young Lochinvar of the West," explained Ambassador Herrick to the correspondents, "means 'the plane *Spirit of St. Louis* and myself.'" "Is it an extravagant idea that this flight is the greatest feat of a solitary man in the records of the human race?" asks the New York *Evening World;* and it answers: "We think not." Here, it adds, "is truly a miracle performed by a mere boy, with the fine daring and audacity of youth, and with a simplicity of action that amounts to genius and takes the imagination of millions by storm." "Not Alcock and Brown, who first flew from Newfoundland to Ireland; not the American flyers, who girdled the globe; not Byrd, who flew to the North Pole, so fired the imagination or so won the amazed admiration of all civilized peoples," remarks the Cleveland *Plain Dealer.* "Seldom in times of peace," adds this Ohio journal, "has a man mounted with such amazing speed to the topmost pinnacle of fame."

Spirit
St. Louis

P. & A. photograph

MOTHER, SON, AND PLANE

This nation thanks Mrs. Evangeline L. Lindbergh for giving so fine a boy to her country, says Arthur Brisbane in the New York *American;* and he adds: "A little while ago she watched him through her kitchen window plowing his father's land. Now he has finished a superhuman piece of plowing—through the air and over the ocean. Happy *mother! Hers is the real joy.*"

Modest to a surprizing degree, Captain Lindbergh gives the greater share of the credit for his successful flight to his earth-inductor compass and Wright air-cooled engine.

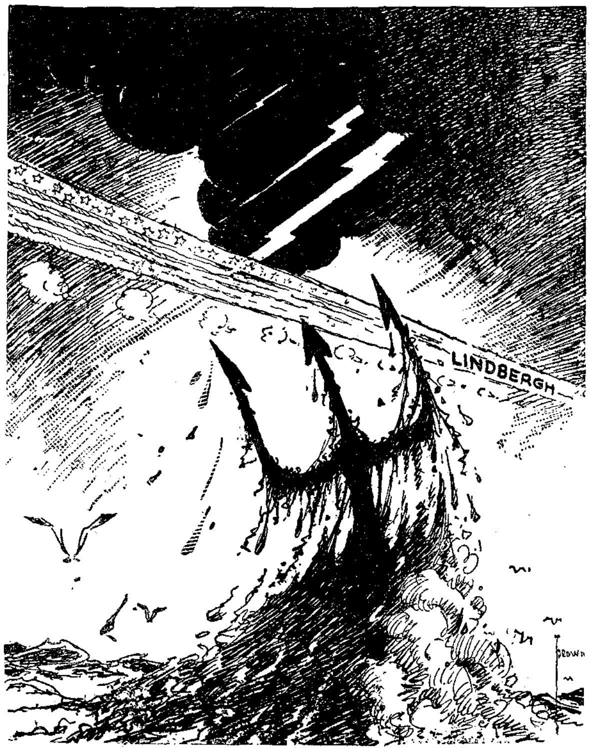
Altho alone in his tiny cockpit during the long ordeal of his great adventure, when to doze meant death, the hearts and hopes of millions were with him. "The thought of this man, alone somewhere above the Atlantic, moved a billion lips in prayer, and set the heart of the world throbbing with a braver beat," says the Albany *Evening News,* which declares that "nothing in years has brought world thought and world hope to such unity as the daring of Charles Lindbergh." The world's response to Captain Lindbergh's magnificent feat of courage, skill, and endurance, notes the Boston *Globe,* demonstrates the fact that we all "must be nourished in our spirits by great things outside ourselves." This effect of Lindbergh's achievement is touched upon by Heywood Broun in the New York *World:*

"One had only to venture into any city street after the news of Lindbergh's landing to notice that for a little while the aspect of the world and all its people had magnificently altered. We came up out of slumps and slouches. There was more brotherhood in being than I have ever seen here since the first morning of the Armistice.

"And I think the victory was of that same sort. A common foe of all mankind had been defeated. I do not mean to speak ill of Germans or of the Atlantic Ocean. Each served upon occasion as a symbol, and I think it was a triumph over fear which moved us to celebration. The tall young man raised up and let us see the potentialities of the human spirit.

"Few of us will ever make such a journey. And we could only help by saying to each other, 'I hope he gets there.' But communism prevails in achievement. Glory can be rationed out to every living being. I think each one of us feels that in some way he shared in the mighty jump.

"This is a cockleshell, with live coals inside it, upon which we spin about in a big universe. And we are small and fragile and, as some would have it, miserable sinners. But it isn't true that there is no health in us. A pretty fine lot we are—I refer to human beings. Nature can't bully us indefinitely with wind and wave and peril of vast oceans. One of our boys has put the angry sea in its place. The big pond, hey? Why, after this it is a puddle and we may step across as featly as Elizabeth upon the cloak of Walter Raleigh."



A TWOFOLD VICTORY

—Brown in the New York *Herald Tribune*

"Who can appraise the worth of such an example of intrepid spirit?" asks the New York *American*. "This self-contained, self-reliant, courageous young man ranks among the great pioneers of history," remarks the Columbus *Ohio State Journal*. "He has exalted the race of men," declares the Baltimore *Sun*; and the Minneapolis *Daily Star* appraises his heroism as "worthy of the greatest that ever enter Valhalla." Like Leif Ericson, called "Leif the Lucky," who is believed to have reached the shores of America from Europe nearly a thousand years ago, Lindbergh has Scandinavian blood in his veins; and, like Ericson, one of his nicknames is "Lucky." Noting these facts, the New York *Times* remarks:

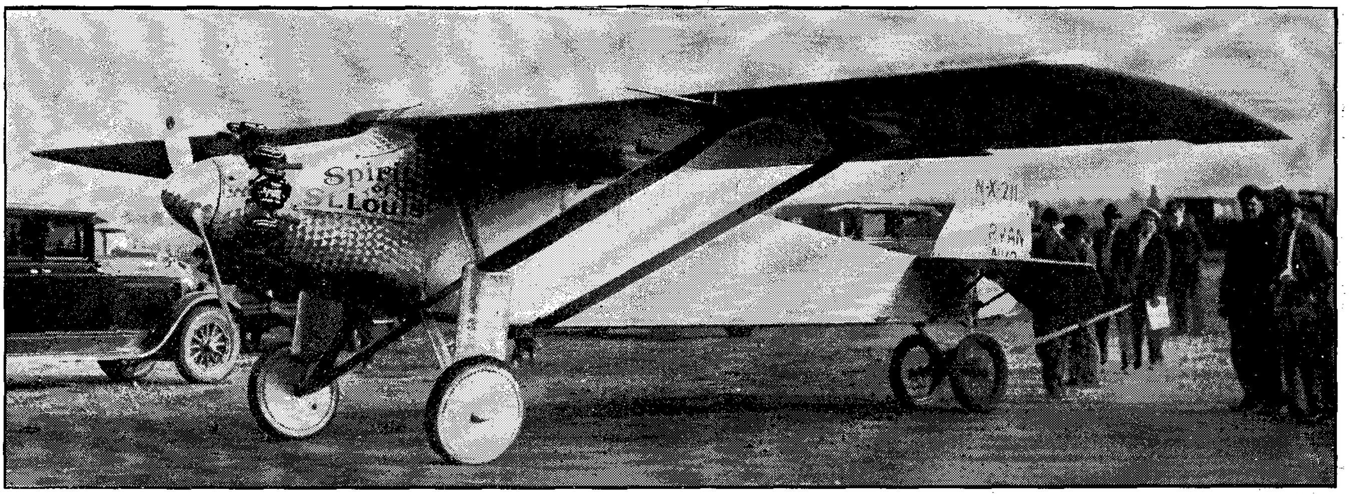
"There is a poetic fitness in the fact that an American of Scandinavian descent should have been the first to make the successful venture in the air over a course with a thousand miles of sleet and snow such as the Vikings faced in their early voyages. His father, who became a member of Congress from Minnesota, was born in Sweden, and the son, heritor of the spirit of those sturdy, far-venturing Northern peoples, has come also to be known by the same affectionate appellative that has carried Leif Ericson's name across the centuries—'Lindy the Lucky.' As such the saga of Charles Lindbergh will be sung through years to come. It will be repeated by youth, and especially American youth, for more years than the traditional story of the Marathon runner or the mythical Icarus who flew too near the sun."

Another coincidence is pointed out by the Baltimore *Sun*, which remarks that the name of Lindbergh's plane, *The Spirit of St. Louis*, while given in honor of the Missouri city, "recalls the name of the Great French ruler who was canonized more than seven hundred years ago." Moreover, continues this Maryland journal, speaking on the day after the flight:

"Lindbergh himself embodies the spirit that made Louis IX one of the most inspiring figures of the Middle Ages and heroic for all time. Between the man who fared forth alone, defying the dark dreads of space and the peril of physical extinction in the wide wastes of the sea, and the crusading king who fared forth from the glory and grandeur of the Court of France, under the Cross, defying the terror that awaited in heathen places, suffering defeat, enduring captivity, and finally escaping, only to return to the crusade and to die far afield on the soil of Africa—surely between those two men there is a spiritual bond that recks not of the intervening centuries or of differences in racial origin.

"Those men out in our Middle Western city called St. Louis, who provided the plane in which Lindbergh found his way through the skies to Europe, and who in the fulness of their community pride named it the *Spirit of St. Louis*, were fortunate. Responding in a mood of high and noble adventure to the fire that flamed from the boy Lindbergh, they happened on a name that was symbolic of qualities among the finest with which the human race has been endowed. And if they should say that the true spirit of their city also went forth with the plane, we should understand, for something of that spirit is in all the masses of men.

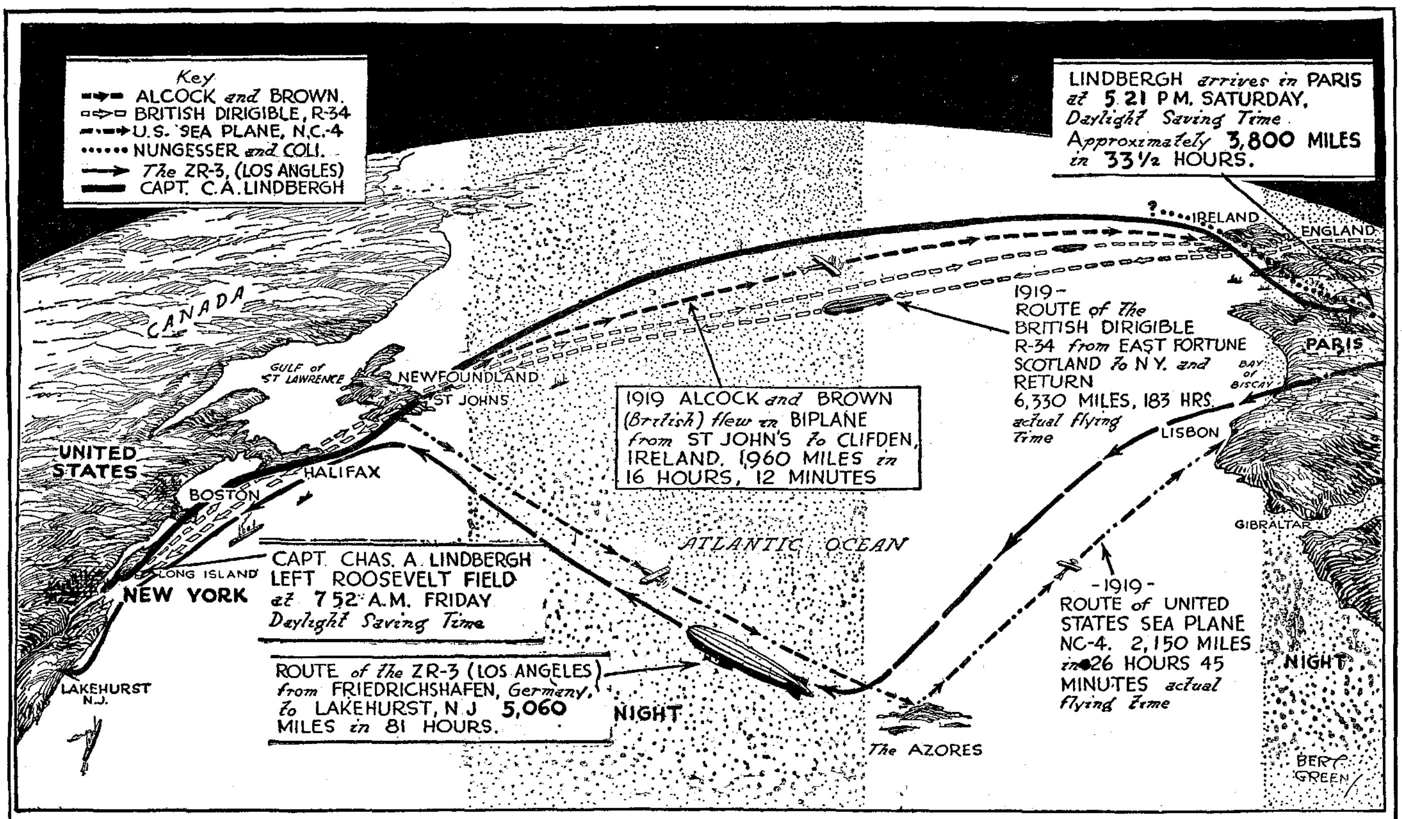
"It was the possession of that spirit which made men every-



P. & A. photograph

THE PLANE THAT LINDBERGH FLEW TO PARIS

The *Spirit of St. Louis*, a Ryan monoplane with a 200-horse-power Wright air-cooled engine, which carried Lindbergh safely from New York to Paris three hours ahead of schedule. He had previously flown the plane from San Diego to St. Louis, and from St. Louis to New York City.


Key
ALCOCK and BROWN.
BRITISH DIRIGIBLE, R-34
U.S. SEA PLANE, N.C.-4
NUNGESSER and COLI.
The ZR-3, (LOS ANGLES)
CAPT. C.A. LINDBERGH
LINDBERGH arrives in PARIS at 5.21 P.M. SATURDAY, Daylight Saving Time. Approximately 3,800 MILES in 33½ HOURS.
CANADA
GULF of ST LAWRENCE
NEWFOUNDLAND
ST JOHNS
UNITED STATES
HALIFAX
BOSTON
LONG ISLAND
NEW YORK
LAKEHURST N.J.
1919 ALCOCK and BROWN (British) flew in BIPLANE from ST JOHN'S to CLIFDEN, IRELAND. 1960 MILES in 16 HOURS, 12 MINUTES
CAPT. CHAS. A. LINDBERGH LEFT ROOSEVELT FIELD at 7.52 A.M. FRIDAY Daylight Saving Time
ROUTE of the ZR-3 (LOS ANGELES) from FRIEDRICHSHAFEN, Germany, to LAKEHURST, N.J. 5,060 MILES in 81 HOURS.
NIGHT
ATLANTIC OCEAN
The AZORES
IRELAND
ENGLAND
PARIS
BAY of BISCAY
LISBON
GIBRALTAR
1919 - ROUTE of The BRITISH DIRIGIBLE R-34 from EAST FORTUNE SCOTLAND to N.Y. and RETURN 6,330 MILES, 183 HRS. actual flying Time
-1919- ROUTE of UNITED STATES SEA PLANE NC-4. 2,150 MILES in 26 HOURS 45 MINUTES actual flying time
NIGHT
BERT GREEN

THE CONQUEST OF THE NORTH ATLANTIC BY AIRPLANE AND DIRIGIBLE

The various crossings that have been made by airplane from Portugal, Spain, and Italy, across the South Atlantic to South America, consisted of a series of comparatively short "hops." These flights began in 1922, when Cabral and Coutinho flew from Lisbon to Rio de Janiero. Early in 1926 Commander Ramon Franco flew from Palos, Spain, to Buenos Aires, a distance of 6,230 miles, and since then Colonel De Pinedo has negotiated the distance between Rome and the Argentine city.

> where thrill yesterday as the airman found his way to the goal of his heart's desire. It is not given to the multitude to rise to the heights of daring courage that gave Lindbergh the victory. But spirit is given them, sufficient, if dim, to know the beauty and the glory of Lindbergh's adventure, and to answer its call with a prayer of Godspeed that banished all divisions of race. Instinctively all men felt that Lindbergh's adventure was their adventure, and his triumph their triumph. He was the spearhead of the race.
>
> "And it is to the honor of mankind that in the fervor and universality of that feeling, France, so bitterly bereaved in the loss of her own heroic sons, met Lindbergh with the welcome that we of America had hoped to give Nungesser and Coli. Ours is the more fortunate adventure; there is no difference in splendor. To-day we remember and honor Nungesser and Coli while the Republic of France takes Lindbergh to her arms."

Lindbergh's feat brings to the minds of many editors the refrain of Kipling's poem "The Winners"—"He travels fastest who travels alone." But the New York *Sun* has this to say:

> "Alone? Is he alone at whose right side rides Courage, with Skill within the cockpit, and Faith upon the left? Does solitude surround the brave when Adventure leads the way and Ambition reads the dials? Is there no company with him for whom the air is cleft by Daring and the darkness is made light by Emprise?
>
> "True, the fragile bodies of his fellows do not weigh down his plane; true, the fretful minds of weaker men are lacking from his crowded cabin; but as his airship keeps her course he holds communion with those rarer spirits that inspire to intrepidity and by their sustaining potency give strength to arm, resource to mind, content to soul.
>
> "Alone? With what other companions would that man fly to whom the choice were given?"

By this flight Lindbergh wins the prize of $25,000 offered eight years ago by Raymon Orteig for the first non-stop flight between New York and Paris. His success has also brought him offers of movie and commercial contracts which would yield him, it is said, an immediate million dollars and an income of several hundred thousand for the next five years. But the correspondents report that he is not paying much attention to these offers at present, and quote him as saying: "This flight was not undertaken for the purpose of making money."

For about a thousand miles of his long journey, Lindbergh flew through fog and rain and sleet, the last-named being one of the worst menaces an aviator encounters. Under these conditions, "even a Lindbergh could hardly have succeeded without the stern training of our air-mail pilots," remarks the New York *World*, which goes on to say:

> "No storm holds them back. No fog so blankets their course that they can not find a way. Young as he is, Lindbergh is a veteran in that school. Four times in his brief experience he has had to seek safety in parachute descent from a doomed plane. It was all in the day's work for him, utterly unknown to the public a few days ago, to make a sensational cross-continent flight, drop in almost unannounced at the Long Island flying-field and, with little delay, set out for Paris.
>
> "The training of the air-mail pilots seems to develop in those most adaptable a sense of direction, of air-currents, of drifts, like that of a bird. For a thousand miles Lindbergh had to travel without sight of the sea beneath. For 1,700 miles, between Newfoundland and Ireland, there was no landfall possible, nor had he ever before seen the land he finally sighted. Yet his plotted course seems to have varied little from that which he actually traveled, and he picked up the Seine, to guide him to Paris in the gathering dark of a second night, as if it were a familiar landmark. He surprized all except experienced weather men and airmen by making the entire trip at an average speed of almost 110 miles an hour."

An unforeseen result of Lindbergh's exploit is the enthusiasm aroused in Europe, and especially in France. So warm and sincere is Europe's acclaim for the young American flyer that correspondents are characterizing him as a "dove of peace," an "ambassador of good-will," an "anti-hate envoy," and "the ace of American diplomats." Captain Lindbergh's welcome to Paris is comparable only to that received by America's War President when the latter made his first official visit to the beautiful city on the Seine, reports the Providence *Journal;* and in a Consolidated Press dispatch from Washington, we read:

"Charles Lindbergh has done something more timely than a mere demonstration of the value of aircraft. He has introduced a note of concord in an international situation which needed just such a touch to bring back a realization of the friendship that has in the past and should prevail between the French and the American people.

"It will be noted that Ambassador Herrick took charge of the young hero, that messages were exchanged between the President of France and the President of the United States, that Lindbergh called on the mother of one of the unfortunate French flyers, and that the 'Star-Spangled Banner' was being sung in Paris in the last twenty-four hours as the Stars and Stripes were flung to the breeze. To do that is something so worth-while in international relations that its benefit can not be measured in terms of a day or month.

"The Government here is pleased; indeed, exuberant. Diplomacy knows what it means to get a whole nation speaking in praise of an American. It reminded the French of the heroic exploits of the American troops in the war. It brought back memories of the time when Franco-American friendship was unmarred by any discussions either of bad sportsmanship or materialistic things.

"And if the effect was impressive across the Atlantic, it was equally so on this side. For the reports from France of anti-American feeling in the last two years have had their reflex on this side of the water. And this is the year when the American Legion makes its pilgrimage to France. Those who love France have been hoping that the sight of the American doughboys would revive the friendship that once existed between the French and Americans. Charles Lindbergh was a sort of advance emissary. He has done by a single stroke more to put Franco-American relations on a plane of human friendliness than the diplomats could have done in years."

In the Paris *Quotidien* Pierre Bertrand writes:

"It would have been a wonderful thing in human history if tens of thousands of Americans who waited all that tragic afternoon to greet Nungesser's *White Bird* had seen their hopes fulfilled. It was a wonderful thing to see all Paris cheer and rejoice when Lindbergh's plane arrived. Let us do honor to this great sportsman. But what is even better, let us pay homage to the fraternity of men."

"Not only by his exploit, but by his character this lad has won all hearts," says the *Gaulois*, which adds: "His quietness, his modesty, his tenacity—all these are admirable; but best of all is that heart of his which led him first to the tomb of the Unknown Soldier and second to see Nungesser's mother." And Henry Berenger, former French Ambassador to Washington, writes:

"Lindbergh's airplane, like that of Nungesser and Coli, has traced across the ocean a heroic rainbow which will always illumine these two democracies, and which stupidity and ignorance can never antagonize. Our two republics have the same profound love for individualism in the service of humanity. They are the birthplaces of heroes and of democracy, and their heroes have in these last days traced out this new rainbow, which is a veritable harbinger of a new and even greater future in Franco-American friendship."

The history of human flight, notes the Binghamton *Press and Leader*, lies within the twenty-five-year span of Lindbergh's life. It was on December 17, 1903, that man's first flight was made, when the Wright brothers got their first flying-machine into the air on the sand dunes near Kitty Hawk, North Carolina, remaining aloft for fifty-nine seconds and covering a distance of 284 yards. Now Lindbergh has flown a third of the way around the world in three hops—San Diego to St. Louis, St. Louis to New York, and New York to Paris. His exploit "annihilates, with the destructiveness of TNT, the barriers that have stood in the way of the rapid development of aviation in America," declares *The Press and Leader*, which goes on to prophesy as follows:

"Immediate stimulation will be given to all branches of commercial flying.

"The dream of transatlantic air service probably will be translated into a reality of the next half-dozen years, or less.

"Lindbergh has brought the light to timid capital lying idle in bank vaults. Henceforth bankers will be less cowardly about risking investment in heavier-than-air machines built for practical purposes of commerce.

"It won't be long before the business man of Binghamton and his wife and children can step into the family air flivver, hop to New York in a couple of hours, put their own air car in a garage, and go aboard a commodious transatlantic air liner that will take them across the ocean safely and comfortably in a day and a night.

"Lindbergh's flight must also result in awakening the people of the United States to the importance of aerial defense on land and sea.

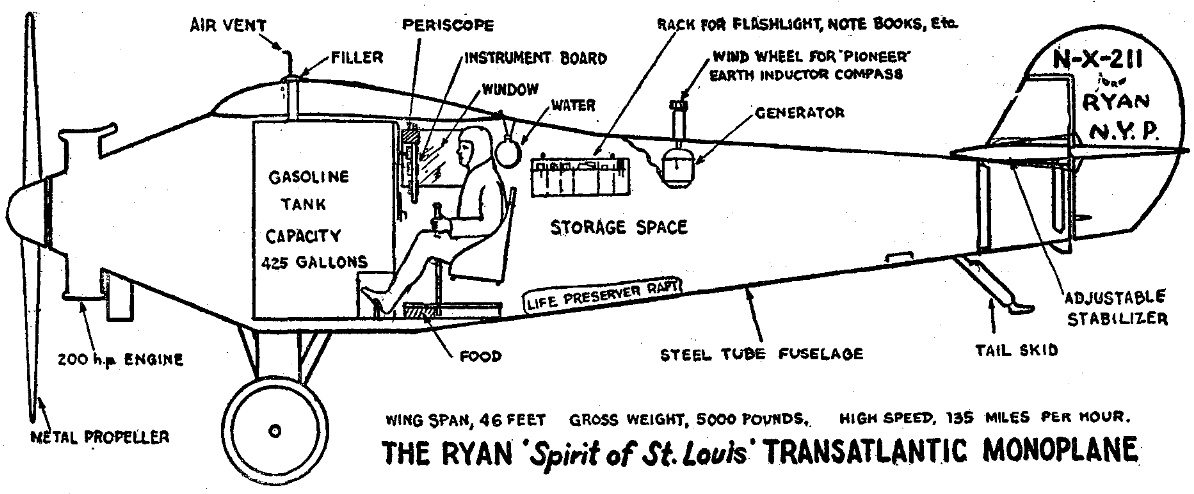
"The United States is no longer invulnerable, because Lindbergh has destroyed the fiction that the distance factor of the oceans protects us."

Lindbergh, himself, in his exclusive story for the New York *Times*, makes this prediction:

"I look forward to the day when transatlantic flying will be a regular thing. It is a question largely of money. If people can be found willing to spend enough to make proper preparations, there is no reason why it can't be made very practical."

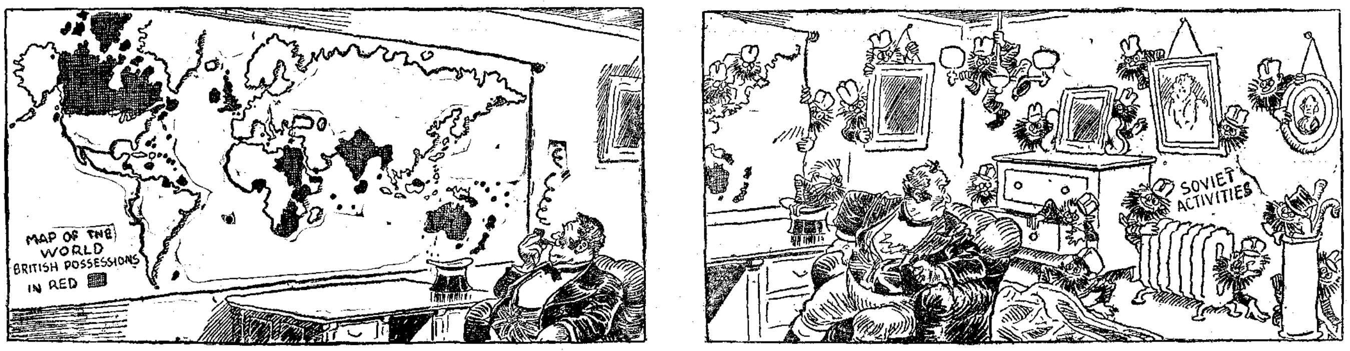
As the Springfield *Union* remarks:

"If Lindbergh, with a hop, skip and jump—a hop of 1,600 miles from San Diego to St. Louis, a skip of 950 miles from St. Louis to New York, and a jump of 3,640 miles from New York to Paris—if this young man, alone and using a single motor, has accomplished this, what can not be accomplished in a few years by aviators of similar skill and daring, using huge tri-motor planes?"


AIR VENT
FILLER
PERISCOPE
INSTRUMENT BOARD
WINDOW
WATER
RACK FOR FLASHLIGHT, NOTE BOOKS, Etc.
WIND WHEEL FOR "PIONEER" EARTH INDUCTOR COMPASS
GENERATOR
N-X-211
RYAN
N.Y.P.
GASOLINE TANK CAPACITY 425 GALLONS
STORAGE SPACE
LIFE PRESERVER RAFT
ADJUSTABLE STABILIZER
200 h.p. ENGINE
FOOD
STEEL TUBE FUSELAGE
TAIL SKID
METAL PROPELLER
WING SPAN, 46 FEET GROSS WEIGHT, 5000 POUNDS. HIGH SPEED, 135 MILES PER HOUR.
THE RYAN 'Spirit of St. Louis' TRANSATLANTIC MONOPLANE

From *The Aero Digest*

DIAGRAM SHOWING THE INTERIOR OF LINDBERGH'S PLANE



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JOHN BULL USED TO ENJOY SEEING RED—BUT OF LATE IT'S BEGUN TO GET ON HIS NERVES

—McCutcheon in the Chicago *Tribune*.

WHY BRITAIN BREAKS WITH MOSCOW

THE MOST MOMENTOUS MOVE in world politics made by Great Britain since the World War is Prime Minister Baldwin's decision to break off all official diplomatic and commercial intercourse with the Government of Russia, so experienced press observers of international affairs agree. "While no actual hostilities are imminent or conceivable between the two countries which between them control nearly half the world, their relations henceforth will be decidedly and avowedly hostile," writes a New York *World* correspondent in London. Some authorities go so far as to predict that France and other European nations will follow Britain's lead in "shutting out Russia from the family of nations." At any rate, Great Britain is now definitely alined with the United States and other nations which have decided to stand aloof from the Soviet Government. Here a number of American editors see something like a vindication of the Harding-Coolidge-Hughes policy toward Russia.

The immediate cause of the Anglo-Russian break was, of course, the discovery of certain documents said to prove the existence of a Bolshevist espionage center in London. And these documents, according to the Prime Minister, were found in the sensational raid of May 12 on the London offices of the Soviet Trade Delegation and of Arcos, Ltd. (Anglo-Russian Cooperative Societies). This raid, it will be remembered, was taken by some observers here as proof that the British Government had solid grounds for believing that the Russian representatives were up to serious mischief, and by others as an indication that the Baldwin Cabinet was merely nervous and "jumpy."

The Anglo-Russian break means, as Harold D. Scarborough points out in a New York *Herald Tribune* dispatch from London, that "the Soviet trade delegation, which has been here since 1921 under the Trade Agreement concluded in that year, and the Soviet diplomatic mission, which has been here since 1924, when the Soviet Russian Government was recognized by the former British Labor Government, will be expelled from the country." In an attempt to forecast some of the effects of the break, a New York *Times* London correspondent says:

> "It means that the pacification of Europe will at least be temporarily arrested and that Sir Austen Chamberlain has foregone the spirit of Locarno in favor of the spirit of Mussolini. It is hard to see how a breaking off of relations will prevent the dissemination of Communist philosophy.
>
> "As Russia has proved her ability to exist without either recognition or foreign trade, it is also difficult to see how the course now expected of Britain can do her much harm. It will be likely to check the moderate Stalin group and strengthen the more aggressive Communist party opposition.
>
> "Economically, the rupture would mean only a temporary dislocation of Russia's growing foreign business."

Talk of a boycott of British goods comes from Russia. The Soviet Commissar of Trade also states that all Russian trade operations in Great Britain will stop, except for the liquidation of business already undertaken. According to a London dispatch to the New York *World*, the British engineering and textile trades object to a break, pointing out that since the trade agreement was concluded in 1921 Russia has bought $400,000,000 worth of British goods.

Criticism of the British Government's action comes from a number of Liberal and Labor leaders and editors. Mr. Lloyd George calls the Premier's case "thin." The Liberal *Westminster Gazette* regrets that Russia is to be forced into the position of a pariah nation, since "she is certain to become, as she was before, a vast potential source of trouble, liable to be drawn in on one side or the other, and the pre-war position of Europe will be reproduced again." But most of the Conservative and several of the Liberal papers declare that the Government's charges were amply proved, *The Daily Telegraph* (Conservative) voicing its relief that "the Chinese box of conspiracies and plots, one compartment fitting snugly into another, is to be broken up." And there are definite denials that Russian trade is anything worth bothering about. Henri de Korab declares in the Paris *Matin* that Russian trade was only 3.4 per cent. of the total world trade before the war, and that under Soviet rule it has never been more than 0.3 per cent. of the world trade or 3.4 per cent. of Britain's foreign trade.

But the main question, as seen by the British Government, is not how much business is lost, but whether it is worth while to hold on to an undesirable customer and endanger the safety of the Empire. For it seems significant to a number of correspondents, that Prime Minister Baldwin made his announcement to the House on Empire Day, May 24. In his speech Mr. Baldwin told of the loss of a confidential military document and of evidence that it had been conveyed to Soviet House (the Arcos headquarters). The building was therefore raided. The document was not found, but other documents were secured, so that—

> "The evidence now in the hands of the authorities proves that both military espionage and subversive activities throughout the British Empire and North and South America were directed and carried out from Soviet House, that no effective differentiation of rooms or duties was observed between the Trade Delegation and the employees of Arcos, and that both of these organizations were involved in anti-British espionage and propaganda.
>
> "The Soviet Government can not escape responsibility for the actions of the Trade Delegation and the abuse of the facilities afforded it."

By the terms of the Trade Agreement of 1921, Russia and Britain each agreed not to carry on any propaganda against established institutions in the other's country. Long before the Arcos raid the British Government, according to Mr. Baldwin, frequently had to complain of Soviet violation of this agreement. A number of instances of hostile propaganda were related to the

House. "In the face of these breaches of the Trade Agreement and international courtesy, the British Government has shown patience and forbearance which are probably without parallel in international relations," asserts the Prime Minister. And because "diplomatic relations, when thus deliberately and systematically abused, are themselves a danger to peace," the Baldwin Government decided to "terminate the Trade Agreement, require the withdrawal of the Trade Delegation and the Soviet mission from London, and recall the British mission from Moscow."

For Russia, says the New York *Times*, "the break is a serious moral defeat, with probable repercussions both at home and abroad." At the very time when Soviet delegates at Geneva have been making the first step of Russia's reentry into the family of nations, Great Britain officially declares that she can not cooperate with the Soviet Government. And in Russia the effect on the strife of various factions may be profound, we are told, for "it is no secret that the dominant Stalin party is very tired of the Communist activities, which have hung the 'world-revolution' like a millstone around the neck of Russia's interest as a nation."

"The provoking of an Anglo-Russian rupture has the appearance of high tragedy" to the Norfolk *Virginian-Pilot*, which fears "a serious setback to European recovery and European peace." *The Nation* takes a similar view:

> "The decision now taken is momentous, fraught with danger for the whole world. So far as checking the Soviets is concerned, we are entirely of Ramsay MacDonald's opinion that it will 'strengthen the revolutionary elements in the world and leave the field free for their agents to go on with their work untrammeled.'
>
> "England with her huge unemployment, torn by the clash of internal policies, so in need of all the foreign trade that she can get, now to turn over her Russian business to America or to Germany! We can not believe that this action will commend itself to sound business opinion in Great Britain. Indeed, outside of the Die-hard group, even the conservative press is half-hearted. We do not deny that there has been provocation, nor would we defend the folly and the stupidity of the Soviets, who ought beyond all else to be winning the good-will of the world instead of working against other governments. But the time had not come for a break."

But "what is to be gained," asks the contrary-minded Chicago *Tribune*, "by pretending friendly relations with the present Russian régime when Moscow is everywhere the deadly enemy of British interests?" Russia sorely needs these friendly relations with other countries, but, adds *The Tribune*, "they can not really exist until the present Russian régime, with its world-revolution obsession, has passed away." Our own Government, thinks the New York *Herald Tribune*, has been wiser than Great Britain in its dealings with Soviet Russia:

> "The American policy toward Russia is wary and logical. If a government has no character and no morals, it is a waste of time to conduct diplomatic relations with it. If American citizens wish to trade with Russia, they do so after warning and at their own risk. Great Britain—for reasons of her own, largely commercial—ventured to sign compacts with the Soviets—compacts necessarily binding on only one side. Yet treachery will out. American opinion will congratulate Premier Baldwin on exposing a perfidious partner and refusing any longer to live on pretenses of amity and mutual confidence with a country which still belongs beyond the international pale."

NEW GENERALS IN THE WAR ON RUM

THE WHEELS OF A REORGANIZED and rejuvenated administrative force in the Prohibition Bureau of the Treasury Department began to turn, smoothly and silently, on May 21, when Dr. James M. Doran, of North Dakota, was sworn in as Commissioner of Prohibition. Following closely the most drastic overturn in the history of Prohibition enforcement, in which Dr. Doran displaced Roy A. Haynes, Harding appointee and choice of the Anti-Saloon League for the job, came the recommendation that Maj. Herbert H. White, of Texas, be named assistant commissioner, the place formerly held by Mr. Haynes in the régime of General Andrews. Mr. Haynes was thus eliminated from the Government's dry stage. This, explains George R. Holmes, in an International News Service dispatch from the capital, was the "long-awaited showdown between Secretary of the Treasury Mellon and Wayne B. Wheeler, generalissimo of the Anti-Saloon League." The majority of our editorial writers seem to agree that this round was all Mr. Mellon's. In fact, declares the Washington *Post*, "the failure of Mr. Haynes to land the Commissionership is regarded here as a defeat for the Anti-Saloon League and a victory for dry leaders who do not trail with the Wheeler organization."

Underwood & Underwood photograph

100 PER CENT. ENFORCEMENT

Will be the goal of Mr. Seymour Lowman, formerly Lieutenant-Governor of New York, when he takes up the reins laid down by Assistant Secretary of the Treasury Andrews on August 1 next.

But that isn't all. On the same day General Andrews, Assistant Secretary of the Treasury in charge of Prohibition enforcement, tendered his resignation, to take effect August 1, and his successor was appointed. Did Mr. Wheeler get the General's official head? If so, the fight over the Commissionership might be called a draw. "The Andrews resignation," to the New Haven *Register*, "does not seem to have been dictated by the Wheeler cohorts, nor are they claiming credit for it." Mr. Holmes, however, makes the statement that Mr. Wheeler "got" the General, therefore the battle should be called a tie. Says this political observer in his dispatch to the Cleveland *News:*

> "President Coolidge, by force of circumstances the referee in the Mellon-Wheeler contest, apparently concurred in the draw decision. He has upheld the authority of Secretary Mellon in the naming of the new Prohibition Commissioner, and at the same time he has retained the support of the Anti-Saloon League in accepting the resignation of General Andrews—ten months after it was first presented.
>
> "Seymour Lowman, ex-Lieutenant-Governor of New York, and a dry who is acceptable to the League, succeeds Andrews on August 1. The League, it is understood, will 'take care' of Haynes. He is expected to take an executive job with the League and continue his educational and lecture work in behalf of Prohibition.
>
> "It was inevitable that Capital politicians should discuss the Prohibition shake-up in terms of the 1928 Presidential contest. The prevailing opinion, irrespective of party, was that Mr. Coolidge has played shrewd politics in placating both his Secretary of the Treasury and the influential Wheeler.
>
> "The placating of the League assumes a pronounced significance in view of the action of its executive committee yesterday in publicly announcing that it is out to 'get' Al Smith of New York, Governor Ritchie of Maryland, and Senator Reed of Missouri, the three men who are at present the most outstanding candidates for the Democratic Presidential nomination.
>
> "If any of this trio wins the Democratic nomination the unequivocal support of the Anti-Saloon League for the Republican candidate is assured. The only Republican whose nomination

DRURY COLLEGE LIBRARY
Springfield, Missouri

would be as unsatisfactory to the League as Smith, Ritchie, or Reed on the Democratic side, would be Dr. Nicholas Murray Butler, and nobody assumes that he has any chance, irrespective of whether Coolidge is or is not a candidate for another term."

With the political implications thus disposed of, we are left free to discuss the personalities and plans of the persons affected by the "Prohibition quake." According to a Washington dispatch to the New York *Evening Post:*

"There are to be no changes in policy in enforcing Prohibition or administering the new reorganization law. Commissioner Doran is to have full responsibility for enforcement. Assistant Secretary Lowman is to be contact man between the Secretary and Commissioner Doran. General Andrews will sail within a few weeks as a special commissioner to perfect practical working arrangements looking to the better control of the smuggling of narcotics into the United States."

International Newsreel photograph

THE NEW PROHIBITION COMMISSIONER

Promoted from the "ranks" of the Prohibition Unit, Dr. James M. Doran, son of a Methodist minister, will fill the shoes of Mr. Roy Haynes. Dr. Doran is a graduate of the University of Minnesota, and was born in Grand Forks, North Dakota.

In his letter of resignation, explains the Baltimore *Sun*, General Andrews said it had been understood from the time he came into office that his tenure was only temporary; that he had come to Washington to do a particular work, and that it was finished. To quote the Washington *Star:*

"The retiring Assistant Secretary coordinated all agencies under him in breaking up rum-running and reorganized the Coast Guard to combat smuggling and liquor running. He negotiated liquor treaties with various nations, and brought into the service men who, he said, would apply to Prohibition methods used in any large business concern. His policy was to concentrate on the source of illicit supplies rather than to attempt repression of hip-pocket flask-toters and other minor liquor-law violators.

"General Andrews, from the beginning of his Administration as coordinator of the government agencies interested in Prohibition enforcement, has enjoyed the entire respect and confidence of Secretary Mellon and President Coolidge."

The "greatest drive on rum smuggling ever undertaken by the Treasury Department," say Washington dispatches, will be undertaken by Mr. Lowman, when he assumes office. This will be based on plans furnished by General Andrews, we are told.

The new Assistant Secretary of the Treasury, named to succeed General Andrews, says he will not aim at being sensational in his methods, but that he will enforce Prohibition. "If he does as well as General Andrews has, that is all the people have a right to expect," declares the Newark *News*. A comparison between the two men is offered by the Washington *News:*

"Whereas Andrews is a crisp, dogmatic, military figure, Lowman is a slow-spoken, easy-going country squire. Whereas, Haynes was pudgy, vociferous and fanatic, Dr. Doran is slim, unassuming and sane."

"In making these two appointments, Mr. Mellon seems wisely to have disregarded the importunities of the extremists, both wet and dry, and to have been guided by the sole consideration of securing the best men possible for the jobs," notes the Pittsburgh *Chronicle Telegraph*. "Both of the new Prohibition officials are pronounced drys," we are reminded by the Troy *Record*. In fact, says Wayne B. Wheeler, General Counsel of the Anti-Saloon League:

"Both appointees have excellent records on the Prohibition question and believe in the law which they are to enforce. Lieutenant-Governor Lowman has supported dry legislation in the New York Assembly. Dr. Doran has been in the service for years, and has technical knowledge well qualifying him for the task assigned him."

In the opinion of the dry Raleigh *News and Observer*, however, "it is well to wait to see what the new officials will do before making any comment." Continues the mouthpiece of ex-Secretary Daniels:

"No real Prohibitionists expect effective enforcement while Secretary Mellon is in control.

"Commissioner Haynes, who was supported by the Anti-Saloon League officials, was regarded by them as sincerely desirous of enforcing Prohibition. He never had the support of Mellon or the friendship of Blair.

"The truth is that national Prohibition has never had a 'Chinaman's chance' of enforcement by the Government. It has backed and filled until the country has lost confidence in any sincere attempt to execute the law."

Another left-handed compliment comes from the Cleveland *Plain Dealer*. Says this paper, published in the home-State of Mr. Haynes:

"Haynes loses because Secretary Mellon did not want him as a subordinate. Mellon's enthusiasm for the Eighteenth Amendment burns with a flame less ardent than that of Haynes. Their interpretation of how the Commissioner's office should be run also differs.

"Ever since Congress re-established the Prohibition Unit, supposedly for its greater efficiency, Haynes and his supporters had insisted that if he became Commissioner he should have all the authority the Act conferred; that he should not be interfered with by any one higher up. That was a reasonable demand. The way to get Prohibition enforced is to put in charge men who believe in the principle and have authority enough to inaugurate and carry out effective policies.

"The country would like to see an effective, capable and sustained effort to enforce the Prohibition Act. It sees it now only in spots."

The Washington *Post*, on the other hand, in a hostile view of the enforcement program, maintains that the recent change in Prohibition enforcement officials "probably means little change in the situation." In this capital daily's opinion:

"The Prohibition Law can not be enforced satisfactorily because it is opposed by an enormous proportion of the people.

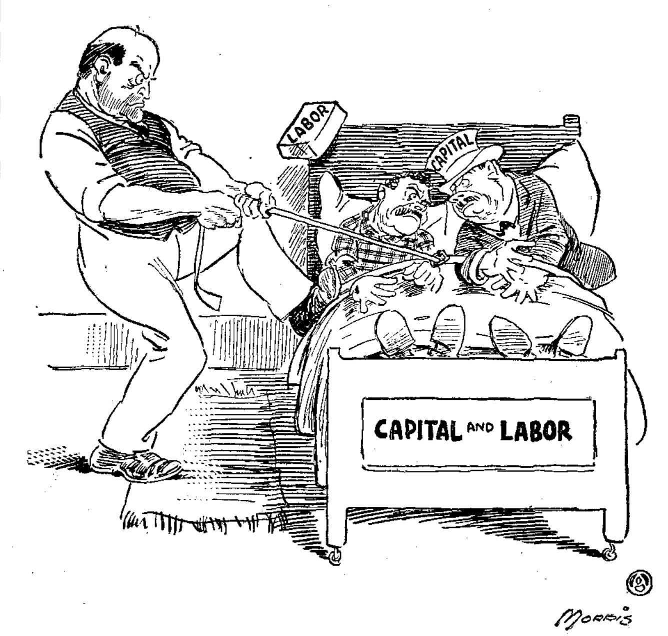
"The attempt to clothe the Government with the police powers of the States is not a success. The people resent the idea of Uncle Sam as a snooping constable, sniffing in areaways, peeping through basement windows, lifting automobile hoods, and searching hip-pockets in an effort to compel the people to change their habits. The Eighteenth Amendment has had an effect entirely different from what was expected when the majority voted for it. The remedy for the liquor curse is worse than the disease, because it is not a remedy.

"The new Prohibition officials, therefore, are up against failure if they are aiming at complete enforcement of the law. The best they can do is to administer the law with as much reason and effectiveness as its absurdities will permit."

MUSSOLINI CUTS WAGES AND PRICES

THE MORE THE WORLD SEES of Mussolini, Italy's Duce, the more of an enigma he becomes to American newspaper editors. The more his conduct of the Fascist régime is studied, the greater becomes the wonder regarding the mysterious influence he wields over the Italian people. The latest manifestation of the Premier's power is his announcement of a lowering of rents, a reduction in the prices of manufactured goods, and a cut in wages of from 5 to 20 per cent., seemingly without arousing the slightest protest from either capital or labor. His purpose, explains the Duluth *Herald*, "is to reduce the cost of living, and to cheapen the cost of production so that the manufactured goods of Italy may be in a better position to compete in the markets of the world." "To him," remarks the Boston *Herald*, "capital and labor are but tools to be used in the upbuilding of the Fascist State."

This drastic experiment in economy, we are told in Rome dispatches, is absolutely necessary because of the rise in the value of Italy's unit of currency, the lira. The greater purchasing power of the lira has resulted in a decrease in the cost of living, and it is for the ostensible purpose of keeping the balance between wages and the falling cost of living that the recent cut in wages and the cost of production has been made. As the Louisville *Courier-Journal* explains:



MUSSOLINI MAKES STRANGE BEDFELLOWS

—Morris for the George Matthew Adams Service.

> "Due to an unprecedented rise in exchange, the Italian lira, within the last six months, has increased 100 per cent., or from little more than three cents to nearly six cents. But the cost of living has been slow to adjust itself to the new situation.
>
> "The rise in the value of the lira is having a serious effect on Italy's industry, which is faced with large stocks of raw material purchased at the present rate of exchange, and the difficulty of selling the finished product except at a loss in the foreign market. The upward climb of the Italian unit of exchange has therefore cast an ominous shadow over Italian business, which has not sufficient purchasers at home and must face disastrous competition abroad."

Viewed from the standpoint of business and efficiency, says a business daily—the Chicago *Journal of Commerce:*

> "Mr. Mussolini is doing what a manufacturing corporation does in an emergency, when the dominant necessity is price reduction. In an emergency the company reduces the prices of the products it sells, and the wages of the labor it employs. But the cultivation of the home market is in the long run more important than the cultivation of foreign markets. Any policy that curtails the buying power of the public, and depletes capital assets or retards their accumulation, may be justifiable as an emergency method; but maintenance of such a policy over a long period of time does not make for profitable business."

Italy's problem is the same post-war puzzle that many other lands face, points out the New York *Journal of Commerce:*

> "The depression in business which has attacked Italy, consequent upon improvement in the lira, is symptomatic of the difficulties through which trade and business must pass in practically all countries which are bent upon making a definite return to the gold standard. Great Britain has already been passing through an era of doubt and difficulty on this score and has not yet approached the end of it. Italy, altho boasting herself a good deal because of the monetary policy which promises the improvement of her exchange, will have to pay for the reform in much the same way as other countries."

Working conditions in Italy and Germany since the World War are compared in a New York *Times* editorial:

> "The general price index in Italy last winter was about 670; that is to say, nearly seven times the pre-war level. Wages were about 585. In real wages the Italian workman was 13 per cent. worse off than he was before the war. This was an improvement over conditions at the beginning of the year, when real wages were only 83 per cent. of the pre-war level. Real wages, even before the latest cut, are considerably lower than before the war. With this may be compared the results attained in Germany by non-Fascist methods. Wages in eleven German industries during the last three years have risen 33 per cent. for unskilled workers and 66 per cent. for skilled workers. The cost of living has remained virtually unchanged. German workmen would thus be from one-third to two-thirds better off than they were three years ago. In Italy there has been very slight improvement, if any."

Behind the rise in the value of the Italian lira, declares the New York *World*, "is a story of which only fragments have as yet reached the public." Continues this daily:

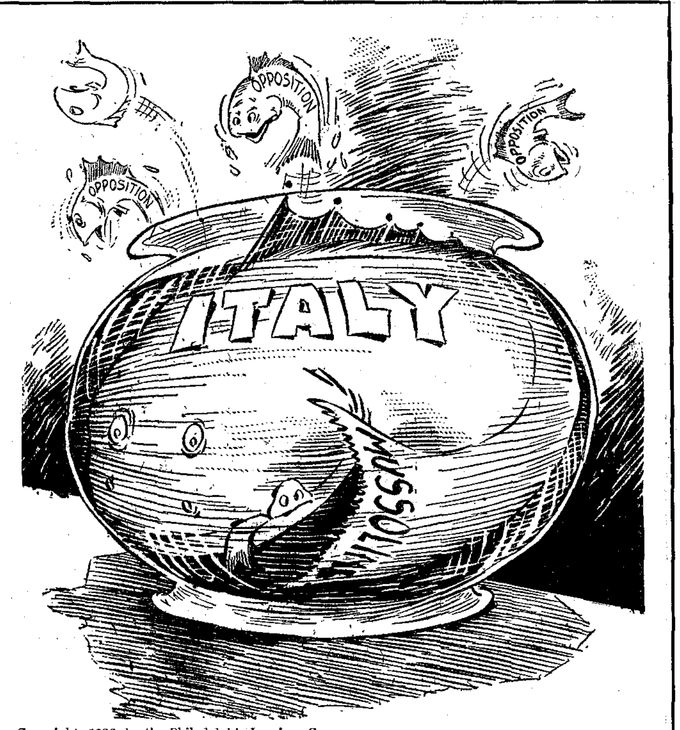
> "Mussolini let it be known some time ago that he would not attempt to stabilize the currency at its existing value, but would eventually revalue it at a much higher level. This was a tip to exchange speculators everywhere to buy lire, and buy they did. The price rose. In New York the speculative buying has been exceedingly brisk, especially among residents of Italian origin.
>
> "During the first quarter of 1927, over 60 per cent. of the European loans offered by investment bankers in this country were Italian. Since its ratification of the war debt Italy has borrowed here approximately $300,000,000.
>
> "The proceeds of these loans have been used to advance the lira still further. The procedure has been somewhat along this line: Speculators have bought lire with dollars, sending lire up and dollar quotations down (in Italy). Then Italy has borrowed more of these locally depreciating dollars, which in turn have been used to buy more lire in this market, sending the Italian currency still higher and depressing still further the value of the borrowed dollars. A vicious circle has been created which the Government so far has been powerless to break.
>
> "Clearly, the people who profit are the exchange speculators and the bankers who underwrite new loans on handsome commissions. Those who suffer immediately are the business men and the wage-earners of Italy. To these eventually may be added some undiscriminating American investors. Already Italy has obligated itself to pay some $20,000,000 a year in interest on these private loans, in addition to the $5,000,000 now paid yearly on its war debt. In order to make these payments it must have a favorable trade balance, including invisible items, equal to these interest charges. It has few raw materials to export, and our high tariff closes the door to its manufactures. Expenditures by American tourists in the country and the remittances of Italian emigrants may enable Italy to meet its interest charges. If they do not, the only recourse is more borrowing, and that can not continue indefinitely."

"Italy's financial structure, at bottom, is sound," points out a Rome correspondent of the Chicago *Tribune*. "But no business, no matter how sound, can pass through a period of rapid fluctuations, either upward or downward, without serious consequences."

American comment on the Italian Premier's cut in wages and production costs may be described as critical, but cautious. The Providence *News*, however, assures us that the Italian workers "are confident that in a very short time their wages, even tho reduced, will have a higher purchasing power than their former pay." The Winston-Salem *Sentinel*, too, sees in the recent wage cut "a readjustment movement which will, in the end, be of distinct advantage to the Italian workers."

Of course, admits the Columbus *Ohio State Journal*, "the Italian Premier's theory is all right. If wages and prices and rents were cut in just the right proportion, everybody would be as well off as he was before, and better, if low prices on goods exported brought more money into the country and increased general prosperity. But Mussolini has a great deal of human nature to contend with in his experiment in economics." Besides, points out the Hartford *Times*, "lower wages do not necessarily mean cheaper production. An increase in wages, instead of a reduction, might pay better in the long run. You can't get an effective day's work out of a half-starved and discouraged workman." To quote another New York *Journal of Commerce* editorial:

> "Wages are a very important item, but not the sole factor in determining costs, and it by no means follows that prices of finished goods can be reduced in proportion to the fall in wages. Certainly reductions can only come after a considerable lapse of time, unless employers are to be heavily penalized."



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WHO'S WHO IN ITALY

—Hanny in the Philadelphia *Inquirer*.

Whether Premier Mussolini can put his edict "over" is seriously questioned by the Louisville *Courier-Journal*. According to this Kentucky daily:

> "Radicalism has never been crusht in Italy. Swept aside by the victorious march of the Black Shirts, it is now making its reappearance to some extent. The instinct of self-preservation is proving stronger than the bonds of the Government or the appeals of government leaders. Discontent is rife, and acts of violence have already been reported in widely separated sections of the country.
>
> "How general the present unrest is, no one outside of Italy perhaps knows. It is general enough, however, for reports of discontent and rioting to penetrate the censorship. It is sufficiently manifest for protests to be noted and sent across the border in news dispatches.
>
> "Whether the inevitable reaction to Mussolini's régime has set in remains to be seen. But it is apparent that the latest act of the autocrat, the wholesale reduction of wages, is not having a warm popular reception. A well-fed populace may be hypnotized by the histrionic Premier. It may cheer him and give patriotic response to his praise of Italy's past. It may swell with pride when the nation's present achievements are reviewed. Then the idea of all for one and one for all, where the State is the unit, may be applauded. It is a very different proposition when the self-consciousness of each integer of the mass is accentuated by hunger.
>
> "Mussolini faces a difficult predicament. If he recalls his decree reducing wages, the nation as a whole will suffer as the result of loss in exports. Perhaps he can press down on living costs, which are slow to adjust themselves to the increased purchasing value of the currency. But even then there will be the psychological effect of reduced wages, and possible suffering through a period of reorganization."

NO "TURPITUDE" IN THE HOME BREW

THERE IS NO INHERENT "IMMORALITY" in the use of liquor in the American home, even if it constitutes a technical violation of the law—such is the decision of the United States Circuit Court of Appeals, sitting at Kansas City, Missouri. The opinion was handed down on the appeal of Frank W. Bartos, a Nebraska lawyer, who, according to the Kansas City *Star*, was disbarred from practise in the Federal court for three years because he was convicted of the manufacture and possession of 700 quarts of home brew in his home. In the opinion of the Circuit Court, "a court has no regulatory power over the private life of a member of the bar."

When the Nebraska lawyer made beer for family use, he defied the civil law—and for that he paid the penalty. But he did not, by that act, forfeit his place in society or the right to earn a living by the practise of his profession, according to the Court. In concurring in that opinion, Judge William S. Kenyon, of Iowa, points out that the mere use of liquor in the home "has not been generally regarded as involving any element of immorality or moral turpitude."

Now, the Standard Dictionary says that "any action showing gross depravity" constitutes turpitude. And, explains the Brooklyn *Eagle*, "it is not a custom of mankind—even of American mankind—to regard home brewing as base or vile or depraved." To quote the principal opinion of the Circuit Court, written by Judge Robert Lewis, of Denver:

> "The mere use of liquor in the home has not been generally regarded as involving moral turpitude. Under the moral law, it *might* be construed that possession in the home for personal use is tinged with moral turpitude, but under civil law moral turpitude fastens on the commission of crimes which are *malum in se* (wrong in themselves), infamous offenses, those classed as felonies—none others."

"There is no inherent immorality in the act of Bartos," agreed Judge Kenyon. Said the former Senator from Iowa:

> "Can it be said that the general public conviction is that the use of liquor in the home is such a gross and flagrant offense as to evidence baseness and depravity in the private and social duties which a man owes to his fellow man? If not, then how can the manufacture of liquor in the home for such use be so regarded?"

In other words, explains the Winston-Salem *Sentinel*, "the Court asks whether a person forfeits any measure of the public respect by drinking liquor in his home. The Court thinks he does not." Furthermore, maintains this North Carolina paper:

> "As long as this view is sanctioned either by society in general or by the courts, or by both, it will be difficult to enforce Prohibition as the spirit of the Eighteenth Amendment means that it should be enforced."

To the Omaha *World-Herald*, on the other hand, the ruling of the Court "appears to be plain common sense." And to the St. Louis *Star* "the decision upholds the judgment of a very large section of Americans that no moral turpitude is involved in taking a drink."

TOPICS IN BRIEF

(*An extension of this department appears weekly on the screen as "Fun from the Press"*)

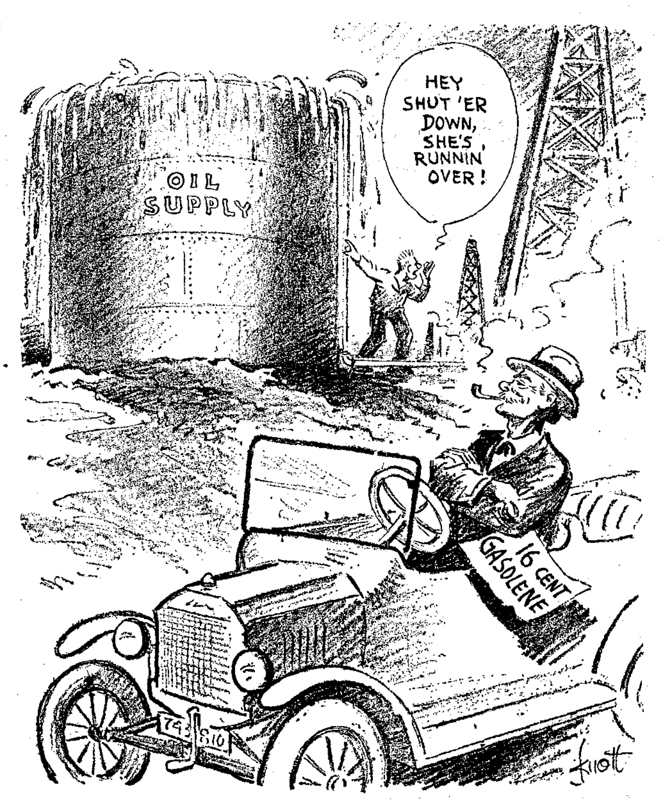
Two can drive crazier than one.—*The Thomas E. Pickerill Service.*

WHISKERY won the Kentucky Derby, but only by a close shave.—*Beloit News.*

IF you wish to have a short winter, have your note come due in the spring.—*El Paso Times.*

WE like a man that comes right out and says what he thinks, when he agrees with us.—*Ohio State Journal.*

A SCIENTIST says the clinging-vine type of woman is passing. No doubt she would have stayed longer if there had been anything very solid left to cling to.—*Kansas City Star.*



THE CONSUMER VIEWS THE OIL CRISIS WITH COMPOSURE

—Knott in the Dallas *News.*

AT last Wales should be able to stick on. They've got his picture on a postage-stamp.—*Dallas News.*

THE date of the next Teapot Dome trial postponement will be announced at a later date.—*El Paso Times.*

WHAT the Democratic party needs is a competent domestic relations court to settle family rows.—*Virginian-Pilot.*

SOME fellows think that the way to stop violation of the law is to make everything legal.—*American Lumberman.*

FRANCE does not go in for Napoleonic imperialism, but the French heel is on every land in the world.—*Arkansas Gazette.*

INDIANA has a candidate for President named Woollen. But he will not get far if the voters don't cotton to him.—*Des Moines Register.*

THERE are only one or two problem-pictures in this year's Academy. There is, of course, always the problem of how some of the pictures came to be accepted.—*Punch.*

MR. MELLON has done so well reducing the national debt perhaps he could give a few hints to the ladies.—*American Lumberman.*

THE electric chair has something to do with deterring criminals, but the proper place to start is the high-chair.—*El Paso Times.*

HERBERT HOOVER says that lawbreakers could be cured by sending them fishing. But surely not perjurers, Herb.—*Mesa (Ariz.) Journal-Tribune.*

THE same kind of silencer that muffles the report of a gun will also silence a saxophone. The best way to use it for this purpose is to keep it on the gun.—*Arkansas Gazette.*

THE Cleveland police never let an offender escape once they get on his trail, and have finally rounded up a motorist who has been using his 1906 license plates for the past twenty-one years.—*Columbus Dispatch.*

PRESIDENT COOLIDGE tells doctors they are guiding the people to health, right thinking, and peace. Mr. Coolidge next should laud a convention of patients for helping doctors to fresh-air motoring and golf.—*Brooklyn Eagle.*

THE British Museum has received a prehistoric flint saw embedded in a piece of wood. It is thought that the unfortunate operator made so much noise with it that he didn't hear the brontosaurus coming up behind.—*Punch.*

BEING told things for our own good never does us any.—*Ohio State Journal.*

CHARLEY LINDBERGH is one Missourian who didn't have to be shown.—*Indianapolis News.*

PROHIBITION is like the Golden Rule: its success depends upon everybody using it.—*Louisville Times.*

IF one good term deserves another, what do one good term and a half deserve?—*American Lumberman.*

"THE majority of people who are shouting that Prohibition is a failure have not even tried it," writes "Bill of Spa." The same can be said of capital punishment.—*Chicago Daily News.*

PITTSBURGH university students have discovered that two can live on $2,000 a year. Two what?—*El Paso Times.*

ALL half the world knows about how the other half lives is that it's probably beyond its income.—*Ohio State Journal.*

WHY expect Congress to solve the flood-control problem? It can't even stop the flood of laws.—*Virginian-Pilot.*

MAYBE some ingenious cornborer expert will find a way to get the worms mad at weeds instead of corn.—*Indianapolis News.*

THE time has come when if a stocking isn't silk all the way up, it might just about as well not be silk at all.—*Ohio State Journal.*

SPEAKING of the irony of fate, the rice-growing sections of Louisiana are suffering severely from a lack of water.—*Nashville Banner.*

WHOLESALE prices are off 4½ per cent. from a year ago. But these are prices the ultimate consumer rarely sees.—*New York Evening World.*

NOW they propose to straighten the Mississippi River. We always thought there were an awful lot of s's in it.—*American Lumberman.*

WHEN an eminent dietitian by some strange chance recommends something you like, she adds that it should be eaten in moderation.—*Ohio State Journal.*

THAT scientist who is traveling from the United States to Norway to study the sun is welcome to one of our chamber of commerce bulletins.—*El Paso Times.*

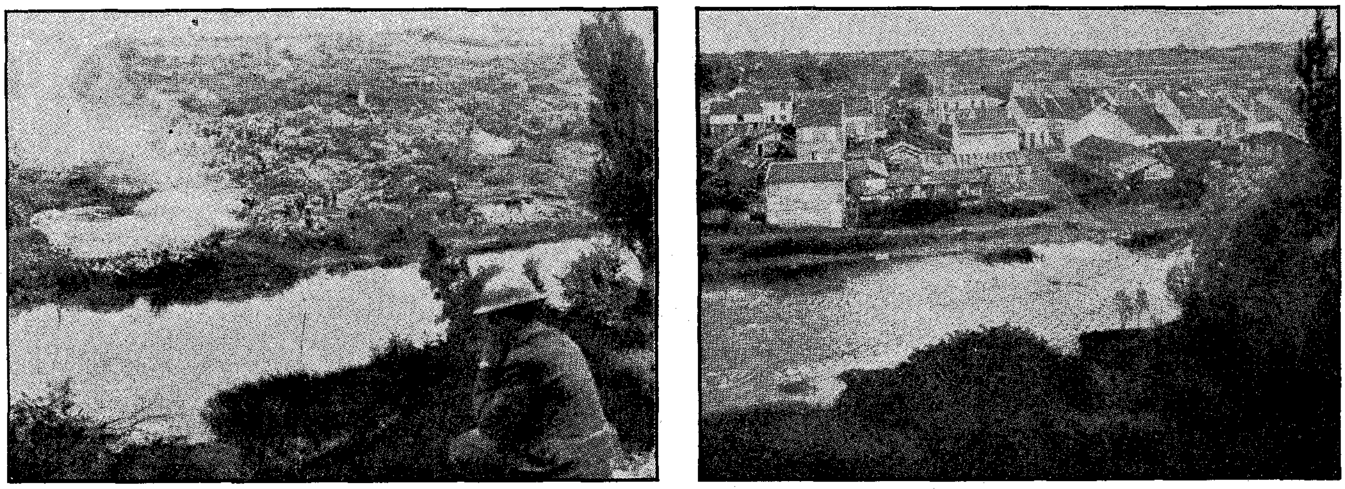
AN American actress in London has had her smile insured for $50,000. Isn't she blasé? For us, $50,000 would insure a hearty laugh even on income-tax day.—*Arkansas Gazette.*

"IF this flexible tariff is flexible," remarked the hearty dissenter the other evening, "Barnum made a mistake in not advertising his Petrified Man as an acrobat."—*Detroit News.*

THE movement for the revival of old songs may be stimulated by the news from Kingston, Jamaica, that a tropical storm has destroyed 25,000 banana-trees in full fruit.—*New York Evening Post.*

WHEN they were building the pyramids in Egypt it took 2,000 able-bodied men three years to move one of the huge stones from the quarry to the scene of construction, but fortunately there were no efficiency experts around then, to make a preliminary survey, so they finally got it done.—*Ohio State Journal.*

FOREIGN - COMMENT



Photographs from *L'Illustration* (Paris)

THEN IN WAR-WOUNDED FRANCE — AND NOW

American artillery in Varennes during the offensive of October 5, 1918.

Varennes in the course of reconstruction in October, 1926.

RESTORING "THE PLEASANT LAND OF FRANCE"

THE TRAGEDY OF DEAD AND WOUNDED through the long years of the war remains vivid in the minds of those that still carry on, and in France, especially, the memory abides with those concerned in the reconstruction of the devastated regions. Much admiration for the French vigor and determination shown in the effort to make these areas decently habitable has been exprest by various foreign observers. But some French editors would like to point out that it is a mistake to think that all traces of the war have been removed from "the pleasant land of France." For instance, a contributor to the Paris *L'Illustration*, Ludovic Naudeau, calls attention to the fact that the period of peace since the war has lasted twice as long as the war itself, and he continues:

> "It is all right for us who come from afar to give ourselves to thoughts of the past. But those of our compatriots who daily dwell in the zone of the war must live even as others. They must eat, have shelter, work, and bring up their children. They can not always be thinking of the great event. Glory is not food. Normal life necessitates great effort in many lines that have no brilliance, but are sound. And now I am walking through the very streets of resuscitated Verdun. It is quite a bright and smart city, to which nothing is lacking, where the superfluous sometimes prevailed, and where now everything is strikingly new. The narrow streets of before the war, with their frowning buildings, have been replaced by a group that calls to mind the too pretty buildings of certain sections of the Paris suburbs. But they tell me that hundreds of these new houses are vacant and to let. Covered with glory, Verdun, nevertheless, from an economic standpoint, is suffering a kind of eclipse. Where are those twenty or thirty thousand men who were in barracks in this neighborhood before 1914?"

This rather melancholy inspector of the reconstructed regions calls our attention then to Varennes, which was annihilated during the war. It seems, at first sight, to be thoroughly rebuilt and prosperous, but he adds that the Mayor's office is still in a wooden cabin, and farther away is an asylum school for children, which is only a hut. Everything in the locality, he admits, has the air of rustic peace, yet this peace saddens one, he avers, because one remembers that since 1914 the population of the neighborhood has diminished by half. Numerous newly built houses, or rebuilt houses, remain empty. And many of the refugees, who in the course of the war fled to Paris or to other large cities, did not return to their native soil but remain attached to the centers of modern life. Everywhere almost, this writer tells us, except in the industrial centers of the north, you will find that since 1918 there has been a kind of inflation of house-building coincident with the decrease of the population. And soon you will arrive at this conclusion, he tells us, namely, that if France has practically succeeded in reconstructing dwellings destroyed in the devastated regions, it has on the other hand failed to restore to these regions their importance from the standpoint of population that they possest before 1914.

A more cheerful picture of the French effort for reconstruction is provided in a statistical manner by *The World Almanac* (New York) (1927), in which we read that the burden the war laid upon France may be divined from a few figures as, for example:

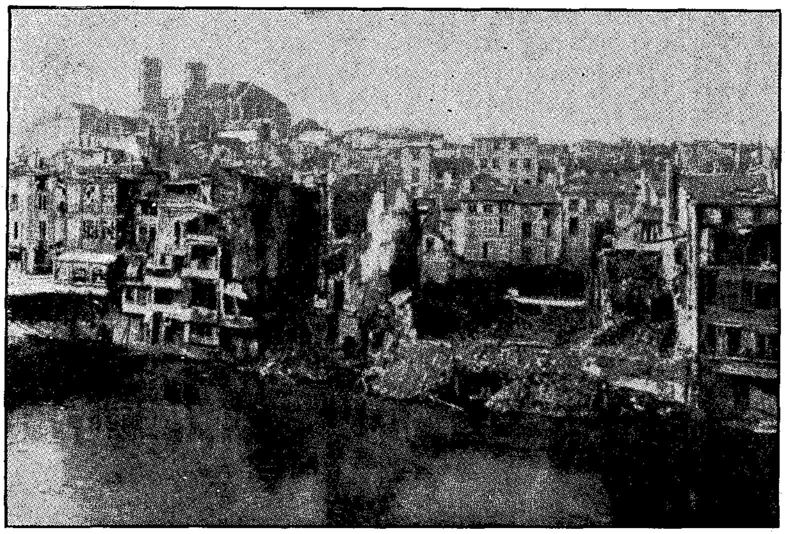
> "Her pre-war population, census of 1911, was 39,601,509. During the war the birth-rate was less than one-half the normal, and in 1919 deaths (736,541) exceeded births (503,606) by 232,935.
>
> "The figures for six years in contrast with 1913 are (population, 1913, 41,486,272; for other years, 39,209,518):

Year	*Marriages*	*Living Births*	*Birth-rate*	*Deaths*	*Death-rate*	*Excess of Births*
1913	312,036	790,355	19.1	731,441	17.6	58,914
1920	623,869	834,411	21.3	674,621	17.2	159,790
1921	456,221	813,396	20.7	696,373	17.7	117,023
1922	383,220	759,846	19.3	689,267	17.6	70,579
1923	356,501	761,861	19.4	666,990	17.0	94,871
1924	355,923	752,307	19.2	680,027	17.3	72,280
1925	353,167	768,983	19.6	708,919	18.0	60,064

> "The number of men from 19 to 50 mobilized for the defense of France was 8,501,045; the number of men killed, 1,364,000; the number mutilated, 740,000; the number wounded, 3,000,000.
>
> "Alsace-Lorraine, redeemed, brought back to the tricolor, as shown by the census of 1921, 1,709,749. Yet this census of 1921 returned the total population of enlarged France as 39,209,766, a loss of 391,743. Moreover, France, always a most attractive country to foreigners, counted as residents in 1911, 1,152,096 foreigners, and in 1921, 1,550,449, an increase of 398,353 (in Paris and its suburbs, 620,865). This would indicate a net loss of French citizens amounting to 790,606. Moreover, the loss to France was almost wholly of her workers.
>
> "The invading German Army for nearly five years occupied

the ten departments of the Aisne, Ardennes, Marne, Meurthe-et-Moselle, Meuse, Nord, Oise, Pas-de-Calais, Somme, and Vosges, a region bounded roughly by a line south from Dunkirk to Senlis, east of St. Die, thence north to the Belgian frontier. These departments were the most populous part of France, where industrial plants were most numerous, mines highly important and fields intensely cultivated. All were wrecked."

Immediately after the Armistice, we read then, France went stedfastly and courageously to work to clear the ruins and rebuild, and it is of record that by the middle of 1925 the reconstruction of the ten departments for all practical economic purposes was completed. It is further stated that:


HOW VERDUN LOOKED ON ARMISTICE DAY

"Altho the number of industrial establishments definitely reconstructed is less than the number destroyed (8,166 out of 9,332 on January 1, 1925), the margin comprises many small establishments which have been replaced by, or amalgamated with, larger units in reconstruction, or eliminated by removal, abandonment of business, or death of former masters. Of the 745,149 employees in 1914, 75.7 per cent. (546,989) were at work, an increase of 20 per cent. in two years, the others having been withdrawn for reconstruction work or having migrated to other centers which afforded better housing accommodations and comforts; or to actual war losses.

"The population, 4,278,246 on January 1, 1925, was only 330,000 less than in 1914. The 200 damaged or destroyed mines were producing a coal output (1,301,000 tons monthly average) which will soon exceed the pre-war figure of 1,515,750 tons, as their general plant and their power stations have been immensely improved; also new provisions added for greatly utilizing by-products."

To return to the rather dispirited Mr. Nadeau. He admits despite all setbacks that on the whole the reconstruction of the devastated regions in France is well under way, and in the Paris *Illustration*, as noted above, he calls attention to the fact that:

"After the Armistice only 400 communes out of 4,700 in the war zone remained untouched. About 900,000 houses and more than 9,000 factories had to be repaired or entirely reconstructed. Our roads were in bad repair over an extent of 58,700 kilometers [a kilometer equals 3,280.8 feet], and 6,123 works of art were destroyed. Besides that 2,408 kilometers of railway track had to be restored. The coal-mines of the north and of Pas-de-Calais required an enormous amount of restoration.

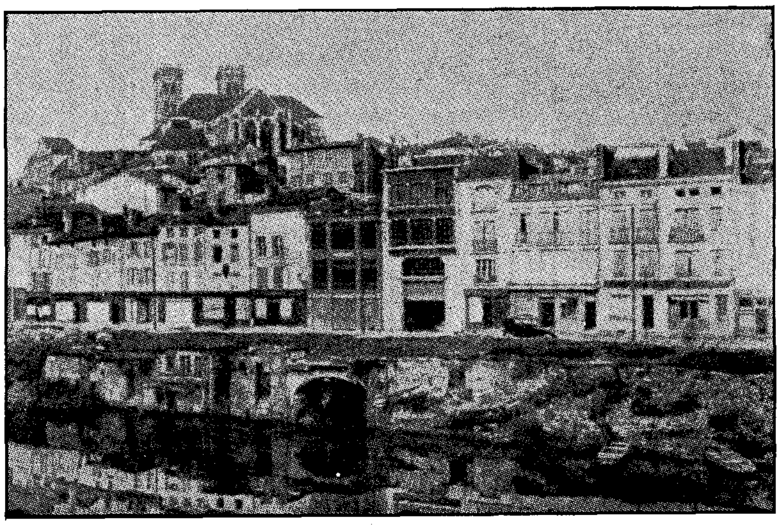
"At present the former war zone furnishes the State about 9,000,000 of francs in taxes. Before the war the ten invaded departments paid one-fifth of all the fiscal costs of the nation. This enormous proportion has been exceeded and represents one-fourth of our total revenue."

AMERICA FROM THE FRENCH VIEW

THE MAJORITY OF THE FRENCH NATION are misled in their conception of Franco-American relations because they do not know American history. Such is the first impression suggested to some by the study of Franco-American relations in the book of André Tardieu, entitled in French "Devant l'Obstacle" and in the English translation "France and America." As Ernest Dimnet reminds us in the London *Saturday Review*, few people were more in the limelight during the years 1917-1920 than Mr. Tardieu, because he was constantly at Clemenceau's elbow. Since then, he has not often been mentioned, but now it would seem that he is to return to international notice because of his endeavor to help toward a better understanding between the Americans and the French. Analyzing Mr. Tardieu's book, Ernest Dimnet finds that one oversight of the French is that:

"They go on repeating the words 'American friendship' without realizing that America as a nation does not want friendships, and separates herself from her political associates the moment she can do so, as unceremoniously as she did in 1919, when she signed a separate peace with Germany. Few French students know or remember that less than twenty years after Lafayette left the American shores, America was at war with the country to which she virtually owed her freedom. And those few Frenchmen are apt to denounce ingratitude where they ought only to look for fundamental historic differences. These differences Mr. Tardieu explains and frequently justifies by the constantly recurring fact that the American sees things from the economic, not from the sentimental or the political angle. Hence in his turn his incapacity to comprehend French problems, which fifteen centuries of entirely inevitable racial feuds have made chiefly political, and his irritating preachments on the adoption of impossible American nostrums."

Another impression which Mr. Tardieu has preserved from his personal dealings with Americans, says Ernest Dimnet, is that individual French and American people invariably collaborate with success because America is something widely different from the Americans, and we read:


EIGHT YEARS LATER—VERDUN IN 1926

"'Devant l'Obstacle' teems with instances of this fact and with the certainty one always finds in Americans that, in spite of transient misunderstandings, France is nearer to the real American than any other country. The quaint epitaph of a young Chevalier de Saint Sauveur, in the churchyard of King's Chapel, in Boston, has said this for a century and a half."

International Newsreel photograph

THESE INDIAN TROOPS IN CHINA LOOK HAPPY

But in India many sympathize with the Cantonese and declare it a shame that Indian soldiers should be used against the "Chinese revolution."

INDIAN RESENTMENT AT BRITAIN IN CHINA

INDIA IS CHAFING at the use the British are making of her troops in China, some Indian journals advise us, and certain admissions made by British publicists are said to leave no doubt that Indian sentiment is overwhelmingly with the Cantonese forces, which are seeking to deprive all foreigners of the special privileges they have for decades enjoyed in China. The sharpest irritant to the Indian mind, we are told, is the inclusion of Indian regiments in the forces which Britain is employing to protect her interests in Shanghai. Pandit Jahawar Lal Nehru, one of the Indian leaders, writing in the columns of the *Amrita Bazar Patrika* (Calcutta), reviews at length the situation created by the "pitchforking" of Indian troops into the Chinese struggle, and says many bitter things about the British exploiting India's political helplessness for their own advantage, as for instance:

"If India were free to-day it would have been her privilege and duty to render assistance to China. But unhappily we are bondsmen in our own household, not strong enough even to help ourselves, and far from helping China, we have to witness with shame and humiliation that our resources and man-power are being used by imperialist masters to coerce China and tarnish the good name of India and make her hated by all who strive for freedom."

In this writer's opinion, India's association with the nations arrayed against Chinese nationalism, forced tho it be, will abase India in the sight of people struggling to be free, and he adds:

"It is well for us to realize the consequences which automatically flow from the use of Indian troops in China. These are not merely the coercion of China, and, may be, the postponement for a while of her ultimate emancipation, but the moral isolation of India and the creation of ill-will and hatred against her in a great part of the world.

"India is not loved to-day in Egypt, in Mesopotamia, in China, in Persia and the Persian Gulf, and in parts of Africa, where impressions linger of mercenary Indian troops, used for the benefit of British imperialism. Slaves ourselves, it has been our degrading function to help in the enslavement of others for the benefit of a third party."

According to this Hindu publicist, who is said to be known in every part of India, it is not sufficient for Indians to declare that they have nothing to do with the Indian troops which the British are using in China. They should stir themselves and do something "more efficient and helpful," and he adds:

"We are weak to-day and our shame is the measure of our utter helplessness. It is right that we should point out our weakness and dissociate ourselves from the action that the Government has taken. But is even our helplessness an excuse for not doing our utmost to prevent the Government from exploiting us in this shameful way? We shall not escape from disaster by pleading our weakness. And tho India may be weak, she is not so weak as not to be able to do something effective.

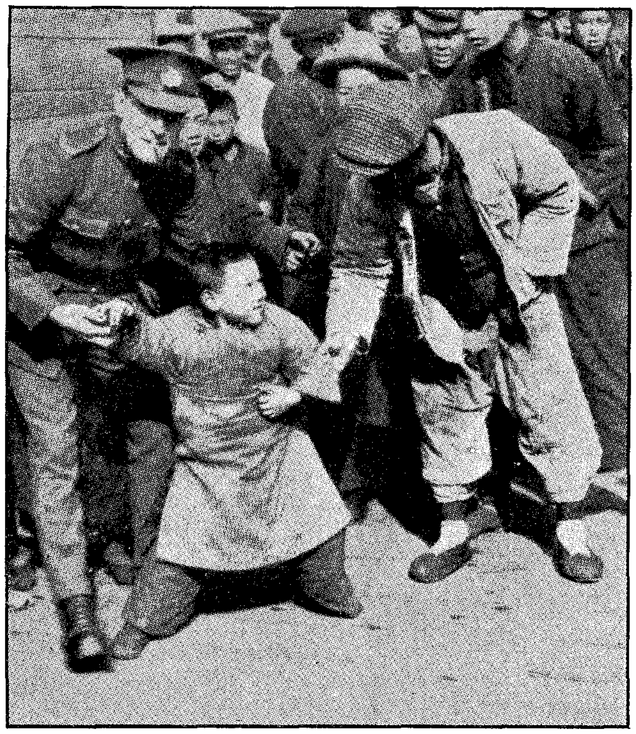
"The Chinese revolution is not a mere event of local interest. It is a world phenomenon of the greatest historical importance. On the issue in China depends the future of Europe and Asia, and the country which will be most affected by the issue will be India. For us it is not a matter of pious hope and empty sympathy."

It has been suggested that the "Hindustani Seva Lal" (The Indian Service Corps) should send "to China an ambulance corps of trained volunteers, carrying a message of good-will to India's "Chinese comrades and rendering such help as they can for the relief of pain and suffering." Already India's oldest, and, despite all schisms, largest political organization has sent an invitation to the Kuomintang party in China, and, in response, the Kuomintang is sending the widow of Sun Yat Sen to India at the head of its delegation. "India will be honored by her visit," writes this Indian publicist, "and it is up to India to show unmistakably that she stands shoulder to shoulder" with China in her "present travail."

The leaders of India's 80,000,000 Moslems have not been behind the Hindus in fraternizing with China. Maulana Shaukat Ali has already communicated to the Cantonese his coreligionists' sympathy with their cause and admiration for their courage in pursuing the struggle against the foreigner.

The Indian Legislative Assembly—the Lower House of India's Parliament—has, in the meantime, complicated Britain's position by refusing to give its assent to the appropriation asked for by the executive for the Army. The British Government has ample power to override the consequences of this defeat: but there is no getting over the awkwardness of the situation created by the adverse vote. What is more, say Indian critics of Britain, at a time when the Indian atmosphere is so charged with ill-feeling, His Majesty's Government has deemed fit to put through the British Parliament legislation for the creation of a separate Indian Navy. Indian publicists are openly saying that this is another scheme upon the part of Britain to pursue her imperialist ends at India's expense. In condemnation of this move, the Madras *Hindu* declares:

> "What sort of thing will this Indian Navy be, which Britain is bent upon ramming down our unwilling throat? It will be Indian only in name. For, in his speech in the House of Commons, Earl Winterton (the deputy minister in charge of the Indian portfolio) threw away the pretense that one vacancy out of every three would be reserved for Indians, merely contenting himself with the oracular statement that commissions would be given to Indians if candidates of suitable character and qualifications were forthcoming, and at the same time broadly hinting his own private belief that such candidates would not be forthcoming. Because no serious attempt is to be made to tap as wide an area as possible for likely recruits, or to provide such facilities for training as are provided in England for naval cadets, we may take it that all talk of Indianization will prove in the future an even sorrier farce with regard to the Navy than to the Army.
>
> "The Indian Navy, then, will be but a branch of the British Navy, and the policy underlying its inception is much the same as that which is responsible for the Singapore Base. The Navy bill is thus, in every sense, an insult to the intelligence of the Indian nation. The least that the Indian Assembly can do consistently with self-respect is to enter an emphatic caveat against the entire principle and policy of the bill by rejecting any consequential legislation that it may be invited to pass."



WHERE EAST MEETS WEST

A British soldier in Shanghai and a little Chinese friend.

Now on the British side of the question it is to be noted that the Bolshevik menace to India is said to be the mainspring of all Indian pro-Cantonese sympathy. In a Delhi cable dispatch to the New York *Times* the Commander-in-Chief of the Indian Army, Field Marshal Sir William Birdwood, is reported as opposing a recommendation to reduce the military budget. He gave warning that when the financial position of India was restored the Government would have to spend more money on the Army if it wished the country to be safe, and he said:

> "There is potential danger in the Bolshevist menace, which it behooves us to keep in mind. We have seen that the Bolsheviks never seem tired of their propaganda work. Both in Afghanistan and China they are carrying on an enormous amount of propaganda.
>
> "If we were deliberately to reduce our Army in India I have not the slightest hesitation in saying that India would suffer, and suffer in a way from which she might never recover."

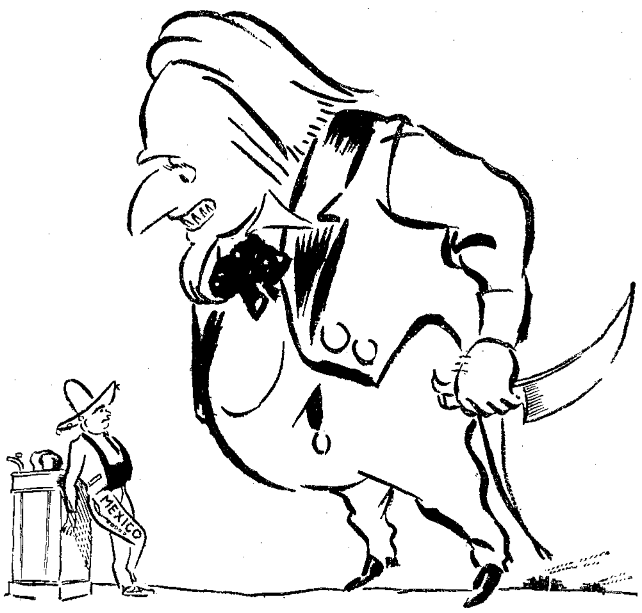
CENTRAL AMERICA SCANS THE "COOLIDGE DOCTRINE"

"AFTER MONROE, COOLIDGE," and the doctrine of the present President of the United States, say some Central American editors, is far less palatable than that of his famed predecessor. Mr. Coolidge's "strong-arm policy" is "forcing the presidency of Diaz down the throats of the Nicaraguan people," to use an expression of Mr. Sacasa, as quoted in the Associated Press, and it enrages some of these editors against the United States. But on the other hand it excites the ire of some against the Central American countries for not having used diplomatic discretion instead of shouting out to the world that the United States is "a big bully." It would seem that the most criticized paragraph of Mr. Coolidge's speech at the Twentieth Anniversary Dinner of the United Press is the following:

> "Toward the governments of countries which we have recognized this side of the Panama Canal we feel a moral responsibility that does not attach to other nations. We wish them to feel that our recognition is of real value to them, and that they can count on such support as we can lawfully give them when they are beset with difficulties. We have undertaken to discourage revolutions within that area and to encourage settlement of political differences by the peaceful method of elections. This policy is bound to meet with some discouragements, but it is our hope and belief that ultimately it will prevail."

Nuestro Diario, of Guatemala, launches a broadside against Mr. Coolidge's declaration in the following terms:

> "Once more we find a total discrepancy between words and facts. President Coolidge refers to a 'support that we (the United States) can lawfully give.' Since when is it lawful for a President of the United States to make war on a foreign people without a declaration of war by Congress? If the sending of 4,000 marines, twenty warships, and two scores of airplanes, with orders to enforce the dictates of Mr. Stimson, is not an act of war, then the violation of Belgium's neutrality in 1914 was a picnic.
>
> "Mr. Coolidge further states that he has 'undertaken to discourage revolutions,' when as a matter of fact the support given to Diaz by the United States Government is the worst case of support to a revolution that has been witnessed in Latin America in the past twenty years. It has been stated a million times that Dr. Sacasa was duly and freely elected, that he had



A FRENCH JAB

UNCLE SAM, THE OGRE: "Fee—fo—fum, I smell oil!"

—*Le Progrès Civique* (Paris).

been recognized by the United States as the legal Vice-President. Yet, when he was overthrown, by a shameful *coup d'état*, the United States Government backed up the plotters, against the will of the Nicaraguan people, and in spite of the unanimous protest of Latin America."

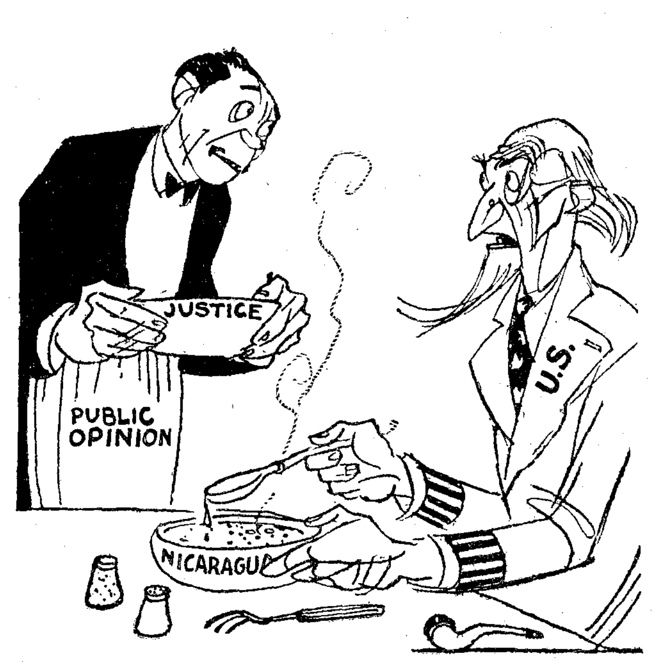
Excelsior, of Mexico, with sarcastic suavity admonishes Mr. Coolidge in these words:

"Undoubtedly we must be thankful to Mr. Coolidge for his offer to Central America and Mexico, appreciating it for what it is worth. We hope, however, that there is no doubt in Mr. Coolidge's mind of the fact that such 'benefits' as he intends to bestow on us, must in no way imply the slightest threat or insinuation against our sovereignty.

"The Mexican people are profoundly and justly proud of their sovereign rights, and this is not unknown in the United States. This leads us to believe and to hope that an authority so careful in his public utterances as Mr. Coolidge will take due note of this 'detail' in the development of his Mexican policy. Thus, and only thus, can a solid friendship be established between the two countries."

In contrasting Mr. Coolidge with Theodore Roosevelt, the *Diario Nacional*, of Colombia, has this to say:

"Mr. Coolidge has been acting lately far more bluntly than Roosevelt himself, since he has used force to obtain the fulfilment of commercial obligations, a doctrine that Roosevelt always repudiated. Possible damages to American interests never were considered a *casus belli* by Roosevelt. Yet, his name will go down in history as associated with the 'Big Stick,' while Mr. Coolidge claims to be the best friend Central America ever had."



MEXICAN SATIRE

Uncle Sam: "This soup is too hot."

Public Opinion: "Besides, it is unhealthy. Better try this one."

—*Excelsior* (Mexico City).

Dispatches in the press of Colombia report that the "imperialistic policies" of the United States have so alarmed Costa Rica that she will send a parliamentary commission to Colombia, to propose to the Colombian Legislature the adoption of joint legislation on banana cultivation—which is considered the stepping-stone of American penetration into the Caribbean—so as to prevent the menace of intervention. A Colombian writer, Federico Llaverias, declares in an article reproduced throughout Latin America that:

"The intervention of the United States in Latin America always has as its pretext the possession of grants, concessions, or interests. Every American administration has declared that it will protect the 'rights' of its citizens by armed force, whether right or wrong. Such is the basis for the formation of special zones of influence in Latin America.

"Ours is the fault, for we have given our best assets away for nothing. Lands, railroads, ports, docks, mines, oil-fields have passed into the hands of American capitalists. They never purchase properties in our main cities. They always go after something really valuable. Yet these are the things our governments have given away, sometimes even without being asked."

The Mexican poet Diaz Miron refers to the Central American policy of Mr. Coolidge in this bitter tone: "The imperialistic attitude of Mr. Coolidge makes the Nicaraguan struggle look like a battle of ants under an elephant's foot."

The legislatures of Costa Rica and Guatemala are reported to have passed resolutions requesting the withdrawal of American forces from Nicaragua, and asking the support of all the legislatures of Latin America for a concerted petition to Washington.

The *Diario de Costa Rica* declares somberly that what has happened in Nicaragua is of concern not only to the people of Nicaragua but to all the Central American nations, for the armed intervention of the United States "sounds the death knell of Central America's sovereignty," and "should the Marines stay in Nicaragua permanently—and there is every likelihood that they will—the freedom of Central America will have come to an end." A very different note appears in other sections of the Central American press. For instance, the *Diario de Guatemala* concedes that the practical application of the Monroe Doctrine "has not always taken into account the dignity and the self-respect of the nations protected by it," yet it adds that "we must frankly acknowledge that we owe to it our existence as sovereign entities." This newspaper continues:

"Because of this, because we are grateful for the past, we note with patience the mistakes made by American governments in their dealings with our small and disorganized countries. We must try to correct such wrongs by persuasion and friendliness, without violence, upholding our rights, without wounding the dignity and the honor of the United States.

"Our duty is to show that powerful nation that it is acting unjustly so that it may change its policies and make amends for the great wrongs done in its name."

Another defender of the United States is the *Renacimiento* of Honduras, which says that Mr. Coolidge's declaration is the natural outcome of a long state of misunderstanding by Latin America of the real meaning of the Nicaraguan muddle, and it adds:

"We can mention at least six cases where American forces have been landed in Central America to protect American interests, and in each case these forces were withdrawn in due time, causing but little comment abroad. Yet, now we witness an intervention in Nicaragua, where American troops had been from 1912 to 1924, and the whole world, from Buenos Aires to Moscow, has raised an outcry against the United States and its 'imperialistic policies.'

"What good have we derived from such unanimous protest? Have we succeeded in preventing the progress of American intervention? Has Washington decided to abandon Mr. Diaz to his fate? No. Nothing of the kind has happened, nor will it happen, and the means chosen to achieve it will never swerve the decisions of Washington.

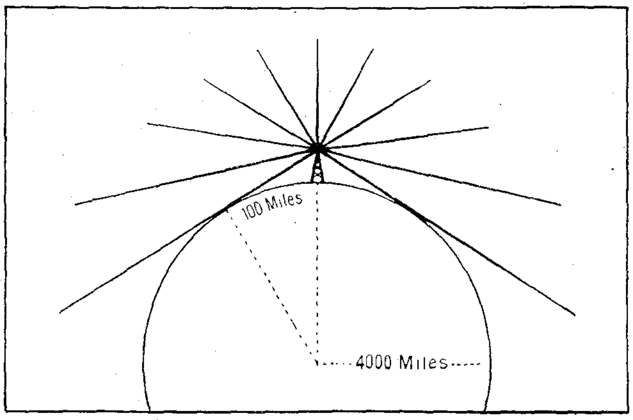
"The matter ceased to be Central American long ago. It is a matter of maintaining at any cost the international prestige of the United States. If we had patiently waited to see the withdrawal of the Marines, exercising discreet diplomatic influences in that direction, instead of exposing the United States to the world as a big bully, the matter would have been arranged long ago. The continuance of Mr. Diaz in the presidential chair of Nicaragua is vital to the international prestige of the United States. If Washington had backed out, the whole world would have said it feared Mexico, Russia, and Japan. And the United States can not admit to anybody that it fears Mexico or any other nation or group of nations.

"We keep on repeating that the United States wants to absorb Central America. What have we done to avoid it? Do we lead a peaceful life and merit respect? By no means. We spend all our time devising reasons for intervention, provoking the would-be invaders as much as we can. We must confess it frankly. The present unanimous clamor against the United States throughout Latin America is only a useless provocation."

SCIENCE AND INVENTION

WHY RADIO CURVES AROUND THE WORLD

WHAT HAPPENS TO RADIO after it starts and before it reaches the receiver? With what adventures does it meet on its inconceivably swift journey of hundreds or thousands of miles? Whatever they are, it is not very ready to report them, and we are forced to resort to deductions and to a considerable amount of guesswork. R. W. King, of the American Telephone and Telegraph Company, discusses this matter in *Radio Broadcast* (New York), and is able to tell us some things about how radio waves behave after leaving the transmitter, and the queer influence of various phenomena upon them. He writes:



Illustrations with this article by courtesy of *Radio Broadcast* (New York)

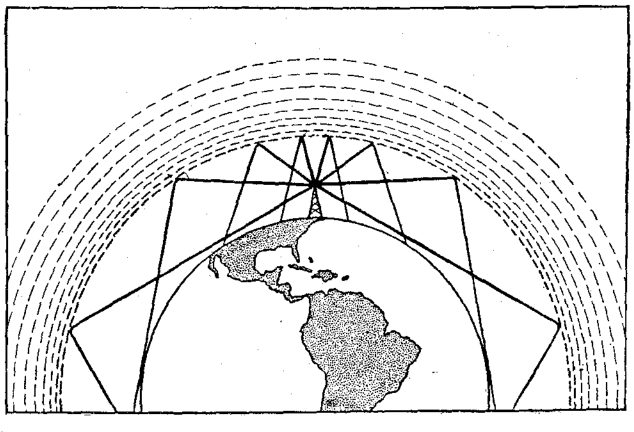
HOW RADIO WAVES DO NOT TRAVEL

If the atmosphere did not affect radio transmission the waves would travel along straight lines as here shown. From a mile high antenna signals could be transmitted only one hundred miles.

"As radiated from the broadcasting antenna, we commonly think of the waves as being free and spreading out in all directions. Yet apparently the atmosphere exerts upon them a sort of guiding influence sufficient to prevent their being lost in space. A fundamental fact of radio transmission is its following curved paths. The earth is a ball, and radio waves curve their course sufficiently to conform to the rotundity of the earth.

"Just how great is the curvature involved we can visualize more readily by constructing a small-scale model. If we have a single medium propagating waves without absorption or dispersion, a principle of optics states that all wave paths remain similar when the scales of time and space are reduced in the same ratio. Application of this principle leads to the result that if, on the one hand, we have waves 100 meters long traveling over an earth 8,000 miles in diameter, and on the other hand, waves of red light (rather less than one-millionth of a meter long) and a sphere about two inches in diameter, then the geometry of the two cases will be identical. Experience tells us, however, that red light would not creep to any appreciable degree around a sphere the size of a billiard ball. The sphere would cause a very apparent shadow if held so as to intercept light falling upon a screen, and if radio waves crept around the earth to no greater extent than this light would around the darkened portion of the ball, long-distance signaling by radio would be quite impossible.

"Among those skilled in the science of optics no small amount of surprize was occasioned, therefore, by Marconi's announcement, about twenty-five years ago, that radio signals had been successfully transmitted across the Atlantic Ocean. This at once gave rise to speculation as to how the beam of waves could bend around the curved earth.



HOW THE "HEAVISIDE LAYER" GUIDES RADIO WAVES

One explanation of radio-wave curvature is the existence of a reflecting layer in the upper atmosphere imprisoning waves between itself and the earth below, and thus guiding them around the earth.

"Besides constraining radio waves to travel around our spherical earth—a very fortunate fact—the atmosphere causes in them variations of strength with time of day and year, erratic fluctuations known as 'fading,' and sometimes irregularities of such a sort as to result in serious loss of quality to the messages it carries. If the atmosphere were to yield the secret of why it guides waves to follow the surface of the earth, it might also help to master the troublesome phenomena of fading and loss of quality.

"Unfortunately it is only in thought that we can pass from considering 100-meter waves traveling around the earth to waves of red light traveling around a billiard ball. We are limited to experiment on the full-scale earth itself. It seems likely that the presence or absence of daylight is only one of many factors entering the problem. To mention just a few others, there are lightning flashes attended by the possible liberation of very high speed electrons, the 'cosmic rays' which are known to increase in intensity as we ascend to high altitudes, probable electric discharges from the sun, now supposed to be the principal cause of the aurora borealis, and, in turn, the pressure, temperature, and compositions of the upper strata of the atmosphere.

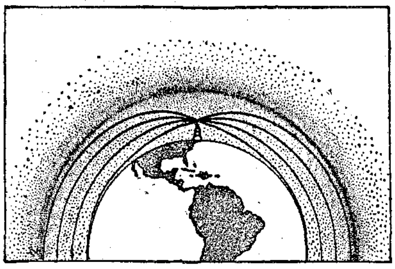
"An explanation of why radio waves bend has been sought in many directions. One of the first attempts was to call upon the fact that the earth is an electrical conductor. It was thought possible that the interaction between the waves and the currents they would induce in the surface of the earth would cause them to remain attached to the earth as they spread out. This tendency actually does exist, but calculations soon showed that it was far too minute to account for the known strength of signals at a great distance.

"The way was prepared, however, for the suggestion of the so-called Heaviside layer, a conducting region in the upper atmosphere which would imprison radio waves between itself and the conducting earth below, and constrain them to move only in the annular region between. Whether such a conducting layer actually exists, it is as yet impossible to say. So far as the electrical properties of gases are known, it could result only from rather sharply defined ionization in the upper atmosphere. When we speak of a gas as ionized, we mean that certain of its molecules have been robbed of one or more of their normal electrons.

"The air at the surface of the earth is always somewhat ionized. This may originate partly through radioactive materials in the earth and in the air, and to a smaller extent through the so-called cosmic rays. Ultra-violet light from the sun may also cause ionization in the upper strata where it is largely absorbed, but this doubtless does not persist through the night, and therefore is merely one of the agencies causing radio waves to behave as they do.

“The current explanation of the aurora is based upon ions streaming from the sun and bending around into the darkened hemisphere under the influence of the earth's magnetic field. It may be such ions as these that account for the bulk of both daytime and night-time conductivity in the upper atmosphere.

“Another factor, recently pointed out by Prof. C. T. R. Wilson, is thunder-storms. The English Meteorological Office concludes that about 1,800 thunder-storms are, on the average, in progress at a given moment, producing about 100 lightning flashes per second. Professor Wilson suggests that the power expended may be as great as one-ten-thousandth part of the total power received by the earth from the sun. Now, as a celestial receiving set, the earth does a very creditable job, picking up, from the power which the sun broadcasts, about one hundred trillion horse-power. It is indeed noteworthy, therefore, that if 1-10,000th part, or even a much smaller fraction, of this power is turned loose in the form of lightning—and therefore in a form which generates static—it offers to our man-built radio stations competition of no insignificant order of magnitude.

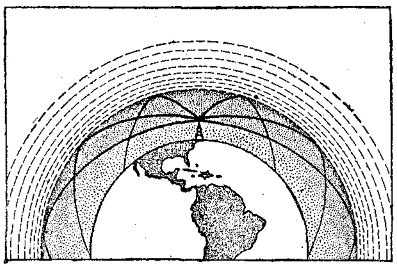


IONIZATION WITHOUT A LAYER

Radio waves travel more rapidly in ionized atmosphere (ionization is explained in the accompanying text), and so if ionization increases with altitude the upper portions of a wave train will travel more rapidly than the portion near the earth, and thus the whole wave train will be bent downward to conform to the curved surface of the earth.

“It is conceivable that high-speed electrons or beta rays from lightning flashes may pass upward through the outer atmosphere, and, due to the earth's magnetic field, reenter the atmosphere in widely scattered regions, contributing, perhaps, to auroral phenomena and to the penetrating ‘cosmic’ radiation as well as to such atmospheric ionization as is important in radio transmission.

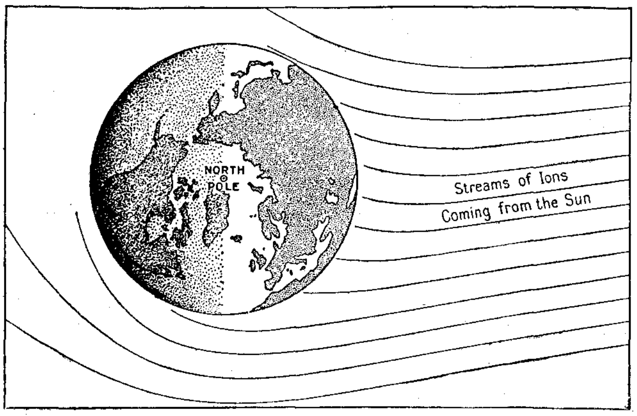
“Attempts are being made to associate radio reception conditions with the weather and, in accordance with this theory of Wilson, it may not be impossible to find a connection between weather and reception, aside from static and thunder-storms, both local and remote.”



THIS COMBINATION MAY DO IT

This is what would happen to the radio waves by a combination of the effects of ionization and a “heaviside layer.”

Another theory, and one of the latest to be proposed, is based upon ionization, but does not require a sharply defined layer. Sir Joseph Larmor shows that if ionization increases with altitude, the more elevated portions of a wave train will travel faster than the portion near the earth, and the train as a whole will be deflected downward. This may easily be sufficient to cause the wave train to conform to the curved surface of the earth. Says Mr. King:



HOW THE SUN MAY AFFECT RADIO WAVES

The aurora borealis is now explained by the existence of streams of ions emitted by the sun and bent around the earth by the earth's magnetic field. Such ions may account for much of the radio conductivity of the earth's upper atmosphere, both day and night.

“Which of these two theories is better, or whether there is some theory, or combination of theories, as yet unproposed, which will ultimately win out, it is scarcely worth while to speculate at this juncture.

“In this work the radio amateur occupies a very strategic position. Short-wave transmission is bringing to light facts so striking that they can not fail to be crucial to any theory of transmission. Dr. A. H. Taylor has correlated many results obtained by amateurs with the short-wave experience of the Navy. Among the striking phenomena now commonly recognized may be mentioned ‘skip distance.’ Short wave-lengths die away very rapidly as one recedes from the transmitting antenna. But when these short waves were found to reappear at 600 or 1,000 miles, it became evident that a new phenomenon had to be reckoned with. Data recently published indicate that the ‘skip distance’ lengthens as the wave-length decreases.

“The ‘skip distance’ displayed by short-wave transmission seems to indicate that waves which travel near the surface of the earth are rapidly absorbed, while those starting upward reach a rarefied region through which they travel with little absorption, but which gradually bends them downward, until they again reach the earth, hundreds or even thousands of miles away.

“If this view is correct, it means that a beam of short waves constitutes a messenger which we can send up perhaps to the outermost confines of the atmosphere and have return to us again. There is no doubt but what scientists will quickly devise means for determining what alterations these returning waves have undergone, and thus interpret the message which they bring back regarding the constitution of the upper atmosphere.

“Nichols and Schelleng found that under some circumstances it is possible for a ray to follow the bend of the earth, even tho the number of ions decreases with altitude. They also concluded that, for long wave-lengths, the magnetic field prevents the electrons from moving in as large orbits as they otherwise would describe. A magnetic field permeating the ionized atmosphere may also divide a beam into differently polarized components, thus giving additional data on the nature of the transmission path supplied by the upper atmosphere.”

A PADDED CELL TO TEST MACHINES—A padded cell to protect people from loose nuts, tho not of the human variety, has just been completed at the works of the Metropolitan Vickers Electric Company, of Manchester, England, we are told in Science Service's *Daily Science News Bulletin* (Washington). It is a protection not only against loose nuts, but against bolts, gears, and screws as well, for the “cell” is a chamber for testing high-speed machinery, which is liable to fly to pieces under the strain. We read:

“When a piece of such machinery is completed, it is tested in the chamber, which is underground, and has walls nine feet six inches in thickness, composed of wood, steel, bags of sand, air-cushioning space and reinforced concrete. It is large enough to take ‘rotors’ fourteen feet six inches in diameter, or shafts forty feet long. High-speed motors turn the machinery under test, which is watched from outside by means of various electrical devices and fast cameras. In addition, by means of a hole bored through a shaft, a special telescope permits actual scrutiny of the interior of a moving part. The need for such protection is emphasized in a recent issue of the scientific magazine, *Nature*, where it is stated that in a 25,000-horse-power electric generator driven by a water or steam turbine, and running at 3,000 revolutions per minute, the rotating part weighs about twenty tons, and the energy is about the same as that developed in a head-on collision between two railroad trains, each carrying fourteen cars and running at thirty-five miles an hour.”

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A CHEMIST ON "POISON LIQUOR"

LIQUOR POISONS PEOPLE, without doubt, says a writer on the subject in *Chemicals* (New York); but the poison is not put into it by the Government. Pure alcohol is a poison in itself, and many are they who perish thereof. The small amount of ill-tasting stuff introduced to make industrial alcohol unpalatable has little or no effect on the general result, according to this writer. "Wood alcohol," he thinks, has been made a scapegoat for all the denaturants, largely because the names of the others are unpronounceable. He says:

"Alcohol is more than an illicit beverage: it is also an essential raw material in chemical processes, and if any remedies proposed should affect our carefully constructed denaturalization formulæ, surely the chemist, both scientific and industrial, has a right to be heard. Before any change is considered, we must be convinced that a serious situation exists, and that the suggested remedy will fit the circumstances; the diagnosis must be positive, and the proposed treatment convincing.

"If it is true that the toll of deaths from alcoholism is mounting, a serious situation exists. The more serious the situation the more carefully must remedial proposals be considered. A faulty recommendation might easily result in a casualty list that would make to-day's figures seem insignificant.

"Many a facile newspaper editor has already pointed out what he considered the fault, and suggested a very obvious remedy. The reasoning is about as follows:

"An alcoholic death is due to drinking strong spirits—whisky, gin, or rum. If drinking these beverages results in harm, there must be something wrong with the beverage. It is assumed that much liquor is derived from denatured-alcohol manipulated by bootleggers. Ergo, the unwary drinker dies because of the denaturant! There are many denaturants prescribed in the completely and specially denatured-alcohol formulæ. However, the names are unfamiliar, hard to pronounce and difficult to spell. Perhaps to save the time of the linotype operator, wood alcohol is selected as the responsible agent.

"Both the chemist and the health officer know that the matter is not quite so simple. The chemist remembers that methanol has been the standard denaturant for over seventy years in Europe, and twenty years in America. Despite earnest search for a substitute, it has stubbornly held its place as the premier denaturing agent, satisfactory to government and industry alike. Its odor is unmistakable, it can not be readily removed from ethyl alcohol, and it does not interfere with industrial processes.

"There were deaths from alcoholism in pre-Volstead days. There never was a time when excessive indulgence in alcoholic beverages did not carry its own punishment. A slight admixture of methanol to ethyl alcohol (anything under 5 per cent.) does not perceptibly increase the hazardous nature of the ethyl. Completely denatured alcohol No. 5, up till the end of 1926, contained only 2 per cent. methanol, and the new formula, containing 4 per cent., is only now coming on the market.

"It is impossible to arrive at positive results, since vital statistics ordinarily report merely deaths from alcoholism without distinguishing between chronic alcoholism and acute alcoholic poisoning. Then, again, we have cases in which methanol itself was used as a basis for a beverage. These cases, of course, have nothing to do with denatured alcohol. However, enough information is available to give us a fairly accurate picture of conditions in the more densely populated States. We shall begin with New York.

"Dr. Guilfoy, Registrar, Department of Health, supplied the following figures for New York City:

Year	*Acute and Chronic Alcoholism*	*Wood Alcohol*	*Poisoning Alcohol*
1920	98	29	—
1921	119	14	9
1922	274	15	9
1923	429	6	0
1924	513	11	2
1925	682	6	2
1926	759	10	4

"In considering this table, we must bear in mind that a number of the 'wood-alcohol' cases had no connection with denatured alcohol.

"For the State as a whole, we have no figures. The Health Department of Rochester assures us that methanol poisoning is so rare in that city that it does not constitute a problem. Buffalo had an epidemic of methanol deaths last summer. These were traced to imported synthetic methanol, and have no significance here. We may assume that in New York State completely denatured alcohol has caused so few deaths that it is practically negligible as a health hazard."

Other health reports from various States are next quoted, to much the same effect, and the writer then goes on:

"Altho health officers constantly have their fingers on the pulse of community health, each department testified very definitely that poisoning from methylated alcohol is absolutely no problem. Dr. Walter C. Bain, Superintendent of St. Johns Hospital, Springfield, Illinois, says: 'It is plain to me that the question of methyl alcoholic poisoning and deaths resulting therefrom has not been of any importance, either from the standpoint of the hospital or that of the attending physician.'

"We know of only two compilations of figures that give a picture of the country as a whole. An extract from the Census Bureau report on deaths and death-rates from wood or denatured alcohol shows the following:

	1925	1924	1923	1922	1921
Number of deaths...	182	180	143	201	194
Rate per 100,000....	0.2	0.2	0.1	0.2	0.2

"In evaluating these figures we must again bear in mind that some of these deaths were due to drinking pure methanol.

"Metropolitan Life Insurance Company, in its *Statistical Bulletin*, in a detailed analytical study of deaths from alcoholism, has the following:

Year	*Deaths Alcoholism*	*Deaths Wood and Denatured Alcohol*
1920	77	90
1921	122	71
1922	293	36
1923	436	27
1924	443	20
1925	485	24
1926	638	29

"It might be worth while to consider what would be the result if there were a great beverage consumption of completely denatured alcohol.

"What is really the toxic effect of a methyl-ethyl mixture? There can be no doubt about pure methanol. Research in the last twenty years has established as a certainty the fact that methanol per se is a virulent poison, causing blindness and death. But we are here dealing with a mixture of methyl and ethyl alcohols. Up till the beginning of this year, there were only two parts of methyl to 100 parts of ethyl; now there are four parts."

Concerning this, several specialists in alcohol toxicity are quoted. One of them, Prof. A. S. Loevenhart, of Wisconsin University, says:

"We have had considerable experience with death from acute alcoholism and have always found that death was due to grain alcohol and never to wood alcohol."

Prof. Reid Hunt, of Harvard Medical School, reports:

"Not much is known as to the toxic effects of mixtures of the alcohols, but I am convinced that in single large doses the harm done by a mixture of four parts of wood alcohol and ninety-six parts of grain alcohol would be due largely to the grain alcohol. Pure grain alcohol alone is quite poisonous and death frequently results from a person taking a large amount of it, especially in a stronger preparation than he is accustomed to. Four per cent. of wood alcohol might increase the toxicity in prolonged use, but in my opinion further experiments should be performed in order to determine the poisonous effects of such mixtures and of other denaturants."

The writer goes on:

"During the past Christmas holidays there was great excitement in New York papers over 'poison liquor' deaths. The head-lines fairly shrieked! An officer of the Prohibition administration addrest an inquiry to Dr. Louis I. Harris, Commissioner of Health of New York City. Dr. Harris replied in part as follows:

"'Two days ago I made an inquiry of the chief hospitals in the city of New York as to the number of clinical cases of alcoholism which they had under their care in the period from December 24, 1926, to January 4, 1927. I was informed that there were 337 cases of alcoholism under care in these institutions. Only one was definitely attributed to wood alcohol poisoning.'

"Only a few weeks ago the American Chemical Society heard the following from the chairman of its Industrial Alcohol Committee:

"'We must not lose sight of the fact that denatured alcohol is unmistakably unfit for beverage purposes when sold, and that if criminals improve the taste and odor so that it appears to be potable without removing any possible poisonous character the guilt is theirs.

"'The primary reason for denaturing alcohol is not to poison it but to render it unmistakably non-potable, and the Government must insist on denaturants that are hard to remove in all denatured alcohols that are readily procurable and permitted to be used without stringent regulation.'

"We have purposely refrained from discussing the ethical aspects of 'poison liquor.' It is the business of health officers to consider all serious health hazards, regardless of the question as to whether the victim suffers as the result of a deliberately lawless act on the part of himself, or others."

CHEMISTRY THE FARMER'S BEST FRIEND

NOT MORE LAWS BUT MORE CHEMISTRY is what the farmer needs, according to Samuel Wesley Long, editor and manager of *The Pennsylvania Farm Bureau News* (West Chester, Pa.). In a leading article in his magazine, Mr. Long proclaims his belief that from the chemist's tube, rather than the statute book, have come the greatest helps to American agriculture. In this statement is epitomized the writer's considered conclusions after an interview with Dr. Charles M. A. Stine, chief of the Chemical Division of E. I. du Pont de Nemours & Company at Wilmington, Delaware. Writes Mr. Long:

"As the editor of a farm monthly, it is my business to study proposed legislation for the relief of the farmer. I have listened to the incantations of the economic witch doctor as he asserted that in one or another freak economic theory is contained a formula for the curing of all farm ills, a discovery akin to that of the alchemist of old by which dross could be transmuted into fine gold. Also, I have lived on a farm for the past ten years and have spent many evening hours perched on the top rail of a fence or standing by the roadside discussing farm subjects with my good neighbors from near-by farms. I have traveled over thirty-eight States, and have met and talked with thousands of farm folk.

"With all of that background, I have formed the definite opinion that the chemist and his associates have done more and can do more for American farming than law. That conviction was confirmed by the conversation with Dr. Stine.

"The chemist, in his talk, began with the soil, and, from the ground up, sketched the germination of seeds and the development of plant life through its various stages to maturity. The requirements of plant food, cultivation, protection against diseases and the raids of insects, and the harvesting of crops were included in the survey.

"Dr. Stine discust the needs of vegetation for the gases—hydrogen, oxygen, nitrogen, and carbon dioxid; metals—potassium, magnesium, calcium, iron, and sodium; non-metallic solids—carbon, sulfur, phosphorus, and silicon. Air and water, it was pointed out, supply limitless quantities of carbon, oxygen, and hydrogen. Ten of the thirteen elements plants require come from the soil in the form of dissolved salts in water taken up by plants. Seven of these elements are present in so great quantity that it is not necessary to replenish the supply. But nitrogen, phosphorus, and potassium must be supplied where deficient. And that is where chemistry plays an essential part in farm production.

"The soil of the United States, asserted Dr. Stine, shows an alarming decrease in humus, a situation which can not be permitted to continue. China was used as an example of what happens when the humus is depleted, with the result that where the humus has been worked out, vast areas are as barren as a desert.

"Soil erosion and leaching were pointed to as robbing the soil of natural elements and commercial fertilizers. Plants, themselves, draw heavily on the available supply. The damage must be offset by replenishment. Chemistry makes that possible.

"Nitrates from Chile have provided means of supplying nitrogen to American farms, but chemistry and physics have evolved methods of extracting nitrates from the air by processes which, to a layman, seemed marvelous as Dr. Stine described how that was accomplished. And it is gratifying to know that the atmosphere contains an inexhaustible supply of nitrogen. Besides assisting in maintaining and increasing the fertility of soil, chemistry has turned attention to the perfection of disinfectants with which to control plant infections latent in seeds of cereals, vegetables, seedlings, and fruit-tree grafts.

"Highly satisfactory results have been obtained by the use of what is designated chemically as 'hydroxymercurichlorophenol,' but which, for the convenience of users, has been termed Semesan.

"The potential value of such an agent for the control of plant diseases may be gained from consideration of the fact that, according to estimate, infections of crops cause an annual loss of $731,000,000. Smut, leaf diseases, and stem and root diseases of cereals take a tremendous toll, while the list of vegetable and fruit diseases, which cause millions of dollars in losses, is even more extensive. Dr. Stine told of the long and patient efforts devoted to the disease-control phase of conservation on the farm."

Chemical warfare on insect pests, whose destructive work costs more than two billions of dollars every season, was described by Dr. Stine as representing exhaustive and costly research work on the part of chemists, entomologists, biologists, and others. Vermin which attack live stock have also claimed the interest of the chemist, and, in large measure, sprays, dips, and other means of combating the pests, have been discovered in the laboratory. Sprays to prevent or arrest destruction of fruits and vegetables wrought by diseases and insects constitute another of chemistry's contributions to agriculture. Constant research and experiment will, no doubt, add materially to further advance along those lines. To quote further:

"In cooperation with the botanist, the bio-chemist is making marked progress in producing serums to be injected into the sap stream of trees to kill certain diseases and also to act as tonics to strengthen the vitality and promote growth and the yield of fruit. Thus, it appears, there is promise of serum tree treatment serving a purpose comparable in value with that of the use of serums to the human body.

"Starches, sugars, and industrial alcohol are, by the magic of the chemical laboratory, produced from such farm products as corn, potatoes, beets, and cereals. Scores of other uses for agricultural products in industry were enumerated by Dr. Stine.

"Among the uses for what, formerly, were waste materials on the farm, in manufacturing are the making of carbon, for coloring, from straw, wall board from sugar-cane, oils from certain seeds, and many other things on which great industries depend. At present, Dr. Stine related, the chemist is feeling his way in the commercial development of a process to obtain certain alcohols for solvents and other purposes from the corn-cob.

"Owing to the strides made in chemistry, little of the farm animal now goes to waste. Through chemical processes, hides are turned into leather, and even the blood finds many uses, including the making of material for buttons. Fats are converted into glycerin and otherwise made to serve usefully.

"Briefly, applied science is rapidly and beneficially affecting the entire economic structure of agriculture, and is having a decided effect, indirectly and directly, on social values as they relate to farm life.

"I have met many theorists, but have had personal contact with very few chemists. The essential differences between the two widely divergent groups are clearly defined. The chemist makes few promises, but is long on accomplishment, while the theorist is a fluent talker and is always ready to promise anything, especially the early coming of the millennium for the farmer through the use of this or that economic nostrum. But the fact remains that the chemist is actually saving the farmer millions of dollars annually, and, through advances that most certainly will be made in pest and disease control and in the industrial utilization of waste farm products, will most likely add a billion or so to the net profits of agriculture.

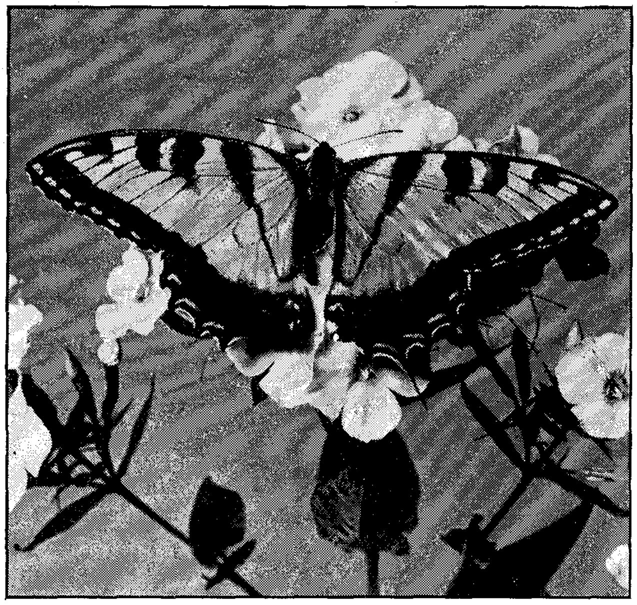
"To paraphrase a famous saying, the test tube is mightier than the statute book."

BUTTERFLY ODORS

BUTTERFLIES AND MOTHS not only look like blossoms, but often smell like them as well, we are told by Marjorie MacDill, Science Service staff writer, in an illustrated feature article prepared for newspapers. We all know, she says, how in the bird world the gentlemen and not the ladies have all the gay costumes. Male butterflies go a step further, and not only wear the brightest colors, but use scent! She goes on:

"Dr. Austin Clark, of the Smithsonian Institution, has pointed out in considerable detail perfumes exuded by the Beau Brummels of Butterflydom. Patches of scales and hairs on the lower wings, and sometimes on the hindmost legs, secrete various smells, all the way from the flavor of nabisco wafers to jasmine.

"Some exotic species from Ceylon give off scents ranging from chocolate candy to faint jasmine, and vanilla biscuits to meadowsweets. Another group from South Africa smell like the blossoms of sweet peas and clover, while some of the butterfly exquisites of Jamaica exhale odorous perfumes of clove pink and syringa. From Assam we hear of one having a heavy flavor of musk and another of sweetbrier.



Science Service

TAKING ON A SUPPLY OF PERFUME?

Maybe this butterfly is acquiring some of the odor of the phlox, altho scientists do not know whether the sweet odors characterizing butterflies are really derived from the flowers on which they feed.

"Smell is an extremely important factor among insects, playing in many cases the part that light does with us, since they all have very poorly developed eyes. The big June night moths trace the presence of the female for miles, bees can recognize members of their own hive, and queen ants are able to distinguish their own offspring, just by smelling.

"Among the fragrant butterflies in our own country, a subtropical variety in Florida gives off the smell of chrysanthemums. The beautifully mottled brown fritillaries have an aromatic smell, in some species resembling sandalwood. The common black-and-orange milkweed butterfly has hairs on the last segment of his body which can be extended to radiate in all directions when he wishes to perform like an atomizer. The bouquet, so to speak, of this monarch butterfly, has been described as resembling the faint smell of red clover blossoms. A large yellow butterfly of the South uses different scents in different regions: in the Southern States, where it is very common, it smells like a violet, but when collected in Brazil, has a mild flavor of musk. The beautiful Hypolimnas missipus, introduced in Florida from Africa, has a faint aroma like coffee. Another of the scented butterflies is the common little sulfur-colored Colias, which smells like sweet grass or new-mown hay. It is hard to imagine it, but one of the relatives of the cabbage butterflies, so well known to every one, has a perfume like lemon verbena. Whether there is any connection between these insect gay Lotharios and the nectar of the flowers on which they feed apparently has not been established.

"Experiments on the social insects show what an important part smell plays in their complex organization. The members of a particular hive of bees have their own hive odor by which they all know each other at home or abroad. This peculiar hive odor also acts as a password for the worker bees when they approach the guards stationed at the entrance of the hive on their return from the field.

"The popular belief that insects smell with their antennæ or 'feelers' has been completely disproved. The insect means of smelling is simply a tiny pore in its 'skin' through which a nerve passes. These pores are all over the body, but chiefly on the legs and mouth parts. With so many hundreds of delicate sense organs, no wonder these small creatures can put us to shame."

MUSICIANS A HUSKY LOT

YOU DO NOT have to be sick to be a great musician, says Dr. James F. Rogers, hygienist of the U. S. Bureau of Education, who has made a statistical study of the lives and health of several hundred of them who lived between 1700 and 1900. The idea that genius, musical or otherwise, inhabits an unsound mind and a crazy body has been knocked into a cocked hat, this writer declares. "There is a common belief that great men are abnormal in both body and mind, but nothing is farther from fact," says Dr. Rogers. "The great man as a rule is of superior physique and vigor, and the greater the man of genius he is, the more regard he has for the physical foundation upon which his work depends." We read in Science Service's *Daily Science News Bulletin* (Washington):

"For every delicate and sickly Keats or Chopin or Stevenson, there are many such robust specimens as Goethe, Browning, and Rubinstein. And such physical giants as Handel, Bach, Brahms, and Beethoven are first among great musicians. Wagner stood on his head at sixty for the sheer joy of showing off to his friends, and the musician Brahms was never sick in his life, and could sleep anywhere, any time, and any place he pleased.

"Many peculiar beliefs have been current as to the mental and physical effects upon the musician of the music he produced, and the instrument he played, Dr. Rogers said. Music has often been recommended as a cure for various bodily and mental ills, and has been applied medicinally in institutions and clinics for the mentally maimed. Whether or not the musician himself was remarkably benefited by the magic powers of his own music or whether he was injured, like the manipulator of X-rays from an overdose of this remedy, has often been asked. These questions and whether or not the musician is subject to occupational diseases incidental to the production of music, Dr. Rogers has attempted to answer by his statistical inquiry.

"The old idea that performers on wind instruments are especially subject to tuberculosis is unfounded, he says, as well as that these performers are liable to injure their lungs. The general average length of life for the trumpet and cornet players he found was 69.1 years, and of all wind instruments these two demand the greatest lung pressure.

"Clarinet, horn, bassoon, oboe, and flute players live longest in the order named, Dr. Rogers found, and the group of players who develop the least pressure in the lungs, as the flutists, are the lowest on the longevity scale of wind instrument players.

"The increase in longevity, however, is not to be attributed to the increase in pressure required in performance, but rather to the fact that it takes a vigorous person in the first place to play a trumpet or clarinet well enough to break into the Hall of Fame.

"The average length of life a century ago was only thirty-nine years, Dr. Rogers said, as compared with about fifty-six years to-day. Therefore all the musicians, whether they blew, scraped or pounded keys, lived to a comparatively ripe old age, for their average length of life was greater than that of the rest of the population.

"The average person in the United States, in other than the musical professions loses from 4 to 5 days a year from his work on account of illness. While there are no statistics on general groups of musicians, eleven members of the wind section of the Boston Symphony Orchestra were absent on an average but two times each in a total of ten seasons. This is an absence of but four-tenths of a day per man, Dr. Rogers pointed out, and therefore these musicians seem ten times as healthy as the average of men. If this little group is representative, then orchestral performers of this class are a healthy lot.

"While Dr. Rogers found no statistics for singers, he believes that these would fall in a class with the wind-instrument players, as singing has been recommended as a most healthful exercise, and the professional can not, like an athlete, train for the season and then fall from grace in between times."

MAN'S HIGHEST SPEED ON EARTH

IN THE CLOUDS, of course, he can move, and has moved, faster still; but on terra firma it is declared unlikely that a much greater speed can be obtained than that made recently by Major Segrave in his racing motor-car on Daytona Beach, Florida, when he made 203 miles an hour, and, with the wind, over 207 miles an hour. In an article contributed to *Le Progrès Civique* (Paris), Jean Cabrerets discusses this record-breaking performance, and gives reasons for his conclusion that it represents practically the limit of man's speed-power on the earth's surface. We translate and condense as follows:

"Says Segrave:—

"'I have beaten the world's record for speed.

"'The kilometer at 325 per hour; the five kilometers at 327.

"'These figures represent the average of going and returning over the same track. My greatest speed was reached while running southward.

"'I have lived in a vertigo. . . . I had a feeling as if my car was getting away from me. . . . Shackled to my wheel, I made the greatest efforts to keep in a straight course. . . .

"'I will add that 350 kilometers an hour is the absolute limit at which an automobile can run and keep on the ground.'

"Such was the spoken message broadcasted over the trans-atlantic radio on March 29 last—a message worthy of the recently opened super-telephone.

"This record, which Maj. H. O. D. Segrave has established on a machine to which we can scarcely venture to give the name of 'vehicle,' touches, we believe, the limit of achievement. This is for several reasons, of which the principal is not mechanical, as might be thought, but psychological. The record depends as much on the constitution of the human brain as on the resistance of pneumatic tires.

"Let us begin by examining the machine:

"When the French engineer Louis Coatalen had finished building the English 'Sunbeam'; when he had installed on the huge chassis one motor of 500 horse-power forward and another like it in the rear, when the tires specially made by Dunlop had been subjected in a closed vessel to the test of the centrifugal forces that they were destined to experience—in short, when all was ready, the celebrated driver Segrave, who was to run the car, went in search of a track. No road in England was found suitable, nor any sea-beach.

"This supercar required a straight track of at least 30 kilometers [19 miles]. A straight line, for at the speed of 300 kilometers there was no question of taking curves.

"And besides, a road without trees or flanking ditches was necessary—at least if it were not 250 feet wide. No road in old England, or in Europe, fulfilled these conditions, and sea-beaches were next examined. Some beaches have sand that is so solid that it may serve as a race-course with a minimum of preparation. In Europe straight beaches are interrupted by dunes. It was therefore necessary for Segrave to go to Florida to try his car, on the famous Daytona Beach, long devoted to this form of sport. His car, when he left, was of a somewhat elaborate shape, worked out in the course of tests at moderate speed. When he reached 300 kilometers an hour, this proved to be dangerous and had to be changed. When the papers published the picture of the victorious car, they showed its original English shape, not the American shape, used in the race.

"What, then, is the exact importance of this shape? Here it is, in a few words:

"Of the 1,000 horse-power that the huge steel machine was capable of generating, machinists agree that at least 950 are employed solely in overcoming air-resistance. That is, the other fifty would be enough, in a vacuum, to make the record established at Daytona.

"But if air-resistance is so important, we see how important must be the shape of the projectile.

"Long ago Euler calculated the form of the 'solid of least resistance.' It is a very decided oval, with its larger end forward. The ideal racing car must then be shaped like an egg with ends of very different sizes. Now Segrave's car, the 'Mystery' (to give it its latest name), is nearly symmetrical. The rear is just as large as the front. This departure from the mathematical form of Euler creates a decrease of pressure at the rear, which augments enormously with the speed and is equivalent to a suction that tends to lift the back of the car and pull it from its course. The driver is helpless.

"The driver's problem is in many ways simular to that of a tramway motorman; it depends on a psychologic reaction.

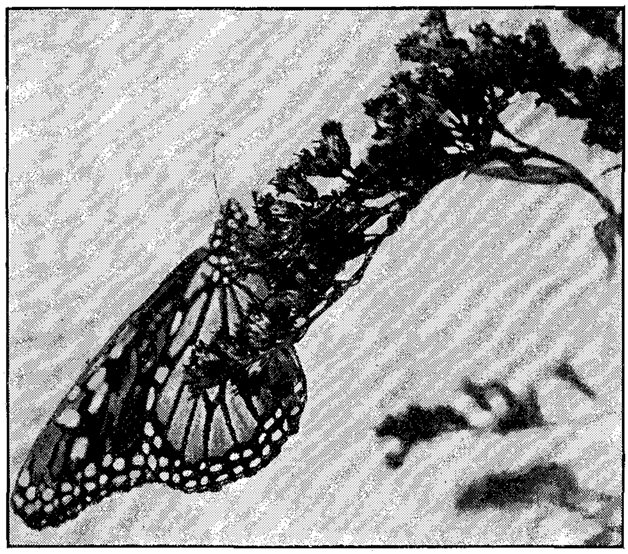
"How long does it take for an order from the brain to reach the muscles and contract them? American psychologists think that in a trained man like Segrave it takes about four-tenths of a second. Now in this time the Mystery would run over a hundred feet—far enough for it to leave the track altogether.

"I doubt whether a man can keep his attention thus on the stretch for very long. The mechanical speed may increase, but that of the psychologic reaction can not. One limits the other and will bring the 'record-breaking' business to an end for good.

"It is a pity; for the mechanic doubtless has not said his last word. We might, for instance, add two more motors to the Mystery or replace each 500-horse-power motor by one of 1,000. Nothing mechanically impossible in this.

"The most violent material strain in this wonderful experiment on Daytona Beach was doubtless that felt by the wheels, due to the centrifugal force. The Dunlop factories tested their tires, it is said, by revolving them at speeds corresponding to 300-400 kilometers an hour. At 400 the tires burst into fragments.

"Finally, the strain on the engineer and the pilot must have nearly reached the breaking point. It would be useless to go much further. Such experiments have only two possible issues—success or death. Look at it as sport, if you like—but that will bear discussion!"



Science Service

HE CARRIES AROUND HIS OWN ATOMIZER

The familiar monarch butterfly has a brush of hairs on his body which he can use to spread about his faint clover-like perfume.

TOO MUCH TEA IN TUNIS—Excessive use of tea as a beverage by the native inhabitants of Tunis has developed to a point where it is causing concern to the authorities, we are told in the Paris *Times*. Says this paper:

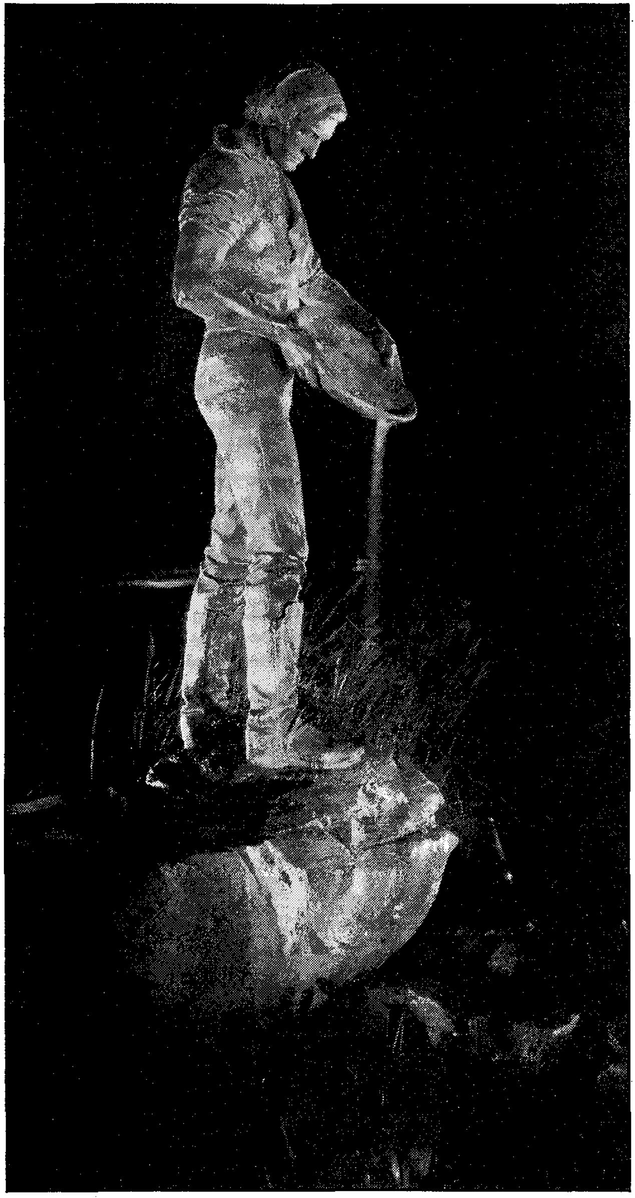
"The fact is brought out in a report submitted to the French Academy of Medicine and representing the results of investigations by Dr. Dinguizli, a corresponding member of the Academy who lives in the Protectorate. Before the World War almost no tea was consumed by the natives in that country. In 1917, the amount sold there rose to 100,000 kilograms [about 100 tons] for the year. But by last year, the annual consumption had risen to 1,100,000 kilograms. Addiction to the beverage is now wide-spread among the people. It has led to the institution of 'tea parties,' at which the whole night is spent. In studying the pathological effects of such excessive tea-drinking, Dr. Dinguizli noted harm done to the nervous system and to the blood, a general enfeeblement, eye troubles, and even a diminution in the birth-rate. Many natives, he reports, reach a condition where their craving for tea is so imperative that they sell their belongings and their tools in order to procure it and, in many instances, take to thieving."

LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

THE FORTY-NINER AND THE FOUNDERS

WEST, EAST, AS WELL AS CENTER, our forebears are coming in for remembrance. The "Sunbonnet Woman" done in bronze will ere long begin her vigil over the plains of Oklahoma, the Forty-niner stands in a suburb of Los Angeles and washes out what he hopes will be "pay-dirt," the Puritan and his wife will come to their pedestal in Worcester, Massachusetts, and hold the plow in silent meditation. It is notable of these three memorials that the individual is merged in the group. It is the spirit that gave the initial energy to the founding of the different sections of the country that comes in for memorial rather than any one individual who might typify that spirit. The Puritan has long stood in bronze in Springfield in Saint-Gaudens's conception of Deacon Chapin; but it is so far as possible Chapin and not the Puritan who gets the glory. The same philanthropic hand which moved the erection of the "Forty-niner" caused to be raised a statue to Jedediah Strong Smith, the "pathfinder of the Sierras," the first man to find an overland route to California in 1826. But here again is an individual, while in the "Forty-niner" one may see the great crowd of the gold rush which put California on its feet. There is something in this representative character akin to the choice of an "unknown soldier" upon whom to center all our reverence and gratitude for those who died in the war. The statue to the pioneers of '49 was erected by J. Harvey McCarthy, son of Daniel O. McCarthy, editor of *The American Flag*, the only official organ for California in the stirring days of the early sixties. The Los Angeles *Times* writes:



WASHING OUT THE PAY-DIRT

Memorial in Carthay Center, near Los Angeles, to the "Forty-niner" who put California on its feet.

> "While the statue and fountain are to celebrate the exploits of pioneers of the gold-rush days, they are in particular a memorial to D. O. McCarthy, father of J. Harvey McCarthy. The elder McCarthy was miner, merchant and later a newspaper publisher in the fifties. He settled later in San Diego, where he served as Mayor. The fountain is one of a series of memorials to California's historical characters that Mr. McCarthy, in collaboration with Ramona Parlor, Native Sons of the Golden West, is placing in Carthay Center. The statue is seven feet tall and portrays a virile and youthful figure of a gold-miner, pan in hand, washing out what he hopes is 'pay-dirt.'"

The donor himself furnishes additional words:

> "It is well that in our day and age some thought is being given to those of our forebears whose lives and deeds so eminently bespeak the high purpose and the lofty ideals of a generation that is gone—men and women whose sacrifices in the name of progress have earned for them a definite niche in the history of our country.
>
> "The statue was erected in Carthay Center, Los Angeles, in 1925 to the 'Pioneers of '49.' This design was chosen from among numerous models submitted by prominent sculptors, and is the work of a young sculptor, Henry Lion, of Los Angeles. The statue is of bronze, stands seven feet high, and surmounts a small pool. Written into the creation of this statue is the thought of virile manhood, of the struggle for existence in a new country, of the dreary, desolate life of those who blazed the trail to the Pacific. While typically a Western subject, its appeal is not limited to those familiar with the history of the West, and of the 'Days of '49.'
>
> "What we have done in the creation of this memorial is typical of what is being done to-day from one end of California to the other. The Native Sons of the Golden West, a society organized for the purpose of preserving early California history to posterity, is actively engaged in the work. The old California Missions are being restored, landmarks are being preserved, memorials are being erected to worthy pioneers. Everything possible is being done to rescue from oblivion the names of those who played such a prominent part in the development of the West."

The monument to New England founders will be executed by Maurice Sterne, who won the competition of ten of our foremost artists, tho the names of the unsuccessful nine are withheld. The memorial is the gift of the late Mr. and Mrs. Rogers Kennedy to the city of Worcester, and, as *The Art News* (New York) points out, "the winning design is a radical departure from the conventional city monument." Continuing:

> "Too often these have been composed with an aldermanic attempt at classicism strained through a mesh of Victorian sentimentality. There has been little or no regard for design or architectural unity. The art of the monumentalist has, almost

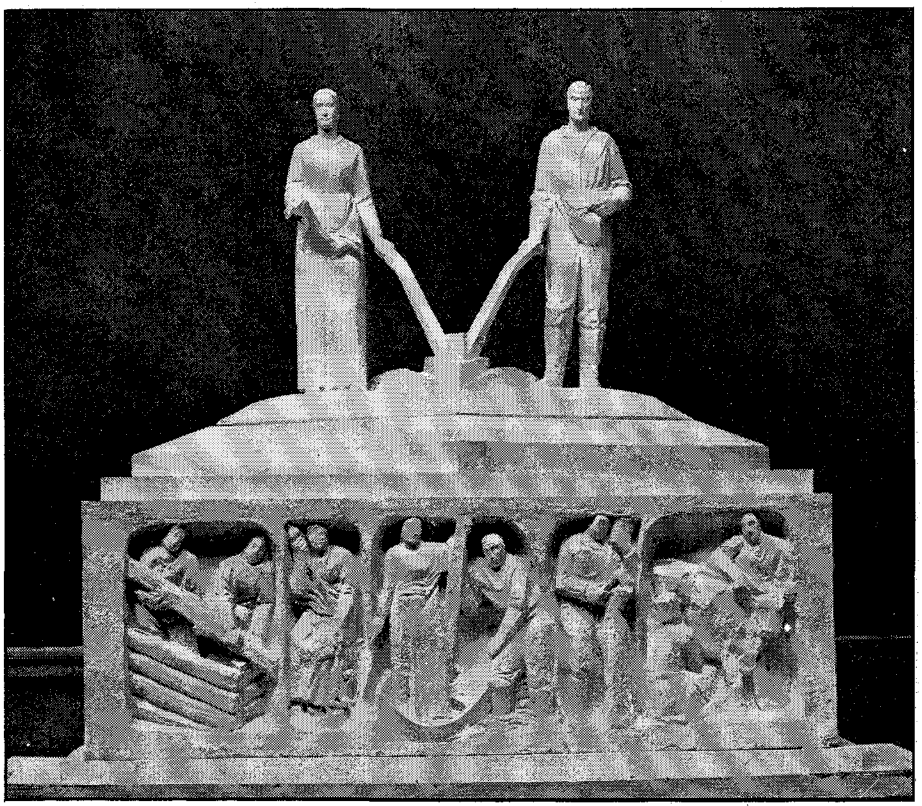
without exception in recent years, been divorced from either sculpture or architecture. It has assumed an autonomous character of which the chief attributes are negative. It is possible to discuss the lack of character, the lack of distinction, of form, of design in our monuments. For the most part they have escaped even enough definiteness to brand them as bad. If it were not for the fact that the 'statuary' obstructs so many pleasant vistas in our parks, it would be quite negligible.

"It is probable that the judges of the Worcester competition were given a choice among finer designs than are usually submitted for an important monument. Of that, except for the winner, it is impossible to speak, since neither the unsuccessful models nor the names of their designers are to be made public. Certainly, however, Worcester is to be congratulated on the choice that has been made.

"Sterne's departure from the conventional is one of quality and design rather than surface. His model has been conceived as an architectural whole, the strong masses of the base leading by well-established rhythms to the twin towers of the figures. Nowhere in the model is there a hint of eclecticism, of proportions or details taken from Vignola, Viollet-le-Duc, or other aids to the faltering imagination. Yet the rightness of proportion is there as it was in the great originals from which the convenient 'rules' have been derived. The informal arcading of the base serves better than any series of classic niches could have done to maintain the unity of the reliefs and at the same time give adequate support to the heroic figures. The figures, as simple and direct as Doric columns, are the culmination of the moving forms in the reliefs. Strong in their own right they nevertheless seem rooted in the twisting masses of the smaller figures.

"The symbolism is hardly less interesting than the design. The reliefs, to be cut deeply in the solid base, represent the various activities of the early New Englanders. Only one side of the square base appears in the illustration, but all four are to be carved. Above, the two great figures typify the indomitable men and women who wrested a new country from the wilderness. Joined by the plow, symbol of their husbandry, they seem just to have conquered a new territory. Their share in the struggle has been equal. Each has borne burdens and been courageous in the face of danger and disaster. In her arm the woman carries a sheaf of grain, emblem of a triumph attained, while the man carries seed, sign of fertility to come.

"Mr. Sterne will begin work almost at once. He is sailing for Rome, and will model the two figures there. They are to be cast in bronze and will be about eleven feet high. It will be at least a year before the monument can be completed."



Courtesy of *The Art News* (New York)

WRESTLERS WITH THE WILDERNESS

"Simple and direct as Doric columns," the founders of New England are typified in the memorial to be erected at Worcester, Massachusetts, after the design by Maurice Sterne.

THE COVER—The people of Colorado call their mountains the top of the world. That is good enough for local patriotism, but while they say it they must of course know that the Himalaya Mountains in Asia and the Andes in South America, not to mention a few others, are much higher. But picturesqueness of speech is a national trait, and Long's Peak, which we represent on our cover this week, is the biggest mountain of that Great Divide which separates the waters flowing eastward into the Atlantic and those flowing westward into the Pacific. Long's Peak is one of a group only somewhat less lofty than itself. It rises 14,255 feet above sea-level and its neighbors easily reach beyond 12,000 feet. The artist has caught the sunset glows reflected on the peak and the deep shadows of the base that are observed in lofty mountain scenery.

REPORTING ON REPERTORY

REPERTORY HAS BEEN TRIED and found various. As John Anderson summarizes the New York experiments of the past season in the New York *Evening Post:* "The Theater Guild points with pretty pride to the results of its first season of this repertory scheme which became epidemic last fall, reached widest development in Miss Le Gallienne's troupe in Fourteenth Street, and unhappily swept the Neighborhood Playhouse to destruction." Perhaps that is not a fair statement of the Neighborhood's case. We will deal later with their valedictory. The Guild, however, has succeeded, perhaps, through a fortunate selection of plays. "It was on the theory that acting in varied parts gives greater opportunity to real actors that the Theater Guild organized its acting company and started its repertory system," says Robert F. Sisk, also in *The Evening Post.* But this surely has been the universal argument for repertory. It is often said of youth, however, that "the world began when we first took notice of it." The Guild repertory is admittedly "modified form," but it is still maintaining six productions week by week in three different theaters. "The acting," observes Mr. Sisk, "is the most important thing in the repertory system, and a recount of the rôles played by the Guild actors during the past year proves the point." He therefore proceeds to consider them one by one; but our space permits us to deal only with the leaders:

"Alfred Lunt has played the gentleman with petty larceny instincts in 'At Mrs. Beam's'; the idealistic *Emperor Maximilian* in 'Juarez and Maximilian'; the tough bootlegger in 'Ned McCobb's Daughter'; the rash, impulsive *Dmitri* in 'The Brothers Karamazov,' and now the brilliant, upper-class gigolo in 'The Second Man.' Five big rôles in a year for Mr. Lunt.

"Lynn Fontanne has played the impetuous *Laura* in 'At Mrs. Beam's'; the Cockney flower girl *Liza* in 'Pygmalion'; the rather clever harlot, *Grouchenka*, in 'The Brothers Karamazov,' and the wealthy *Mrs. Frayne* in 'The Second Man.' A good variety of rôles.

"Margalo Gillmore has had the rôles of the *Princess Salm* in 'Juarez and Maximilian'; *Jennie*, the ignorant little waitress, in 'Ned McCobb's Daughter,' the hysterical *Hester* in 'The Silver Cord,' and now the post-flappery girl, *Monica Gray*, in 'The Second Man.'

"Dudley Digges has played an archbishop in 'Juarez and Maximilian'; a sea captain in 'Ned McCobb's Daughter'; a doltish Italian husband in 'Right You Are,' and a doltish English husband in the revival of 'Mr. Pim Passes By.' To this add his staging of 'Pygmalion'—six tasks in all.

"Helen Westley was one of the boarders in 'At Mrs. Beam's,' *Mrs. Higgins* in 'Pygmalion,' *Signora Ceci* in 'Right You Are,' and now *Aunt Julia* in 'Mr. Pim Passes By.'

"As for the Guild's guest players: Laura Hope Crews created the rôle of that meretricious mama, *Mrs. Phelps*, in 'The Silver Cord,' doing *Amalia* in 'Right You Are' for special matinées, and then taking on her former rôle of *Olivia*, in the revival of 'Mr. Pim Passes By.' Elizabeth Risdon created the part of *Christina* in 'The Silver Cord,' was one of the chattering females in 'Right You Are' when it was in the special matinée class, and since then has played *Mrs. Higgins* in 'Pygmalion,' and is now playing *Liza*, the central rôle of that play, a part which she mastered in two days when forced by the necessity of playing it when Lynn Fontanne was recently stricken with appendicitis.

"Beryl Mercer has played the housekeeper, *Mrs. Pearce*, in 'Pygmalion' and the heart-broken *Signora Frola* in 'Right You Are,' both widely acclaimed pieces of work; Reginald Mason has played in 'At Mrs. Beam's,' 'Pygmalion,' and 'Right You Are.' Elliot Cabot is playing in 'The Silver Cord' and 'Ned McCobb's Daughter.'"

Photograph by Nicholas Muray

THE GUILD'S TWIN STARS

Alfred Lunt and Lynn Fontanne, husband and wife, have filled the most prominent places in Guild plays for the past three years.

In a long review of Miss Le Gallienne's experiment, written by John Mason Brown for the Boston *Transcript*, we get praise and blame mixed in about equal proportions, but also an enthusiastic presentation of what the old repertory meant. He reviews Miss Le Gallienne's career from the days of "Liliom" and "The Swan" when it seemed she was headed for stardom. He speaks of her bid for leadership when she turned Ibsen into a box-office success with "The Master Builder," and "John Gabriel Borkman"; and he extols that "fierce hungry adventurousness of spirit that seems to leave her restless when most actresses would sink back contented, and undefeated when the majority would have abandoned hope long before." He writes:

"If the plan evolved naturally out of her past experience, if the preceding season had pointed the way, there was still much to be amazed at in her preliminary announcements. A Civic Repertory Theater, with a top price of $1.50 and a matinee top price at $1! 'Did you ever hear of such a thing,' asked *Julie*, and, if the truth must be known, New York had heard of such things before. It had heard so often, and seen so little, of such wildcat schemes that it had grown just a little weary and skeptical about them. Channing Pollock had been talking of a 'dollar theater' for some time, so the price, which still sounded too good to be true, could hardly be claimed as unheard of. And repertory was never more fully discust than last September. It, heavens knows, was the fad of the moment, the darling of every clever press-agent. The air was thick with big talk and big words, hurled pompously into space, about the virtues of the repertory idea, and each discussion usually ended with a hushed recitation of the glories of the Comédie Française. It was treated as the newest discovery of the experimental theaters, and the Daly and Wallack repertory companies, and even that early repertory venture of the Hallams, way back in 1755, were completely overlooked. In the first confusion of fine promises and Utopian projects that clutter each September, it was hard to tell how much of the talk was to be backed by action, and how much of it was just hopeful reading given to a credulous public by enthusiastic managements. To the cynical, Miss Le Gallienne's announcement looked like just one more of those promises that are born on a press agent's typewriter and get no further than his press list."

The low price-rate promised sent this young manager far from Broadway to the Fourteenth Street Theater, fallen on evil days since its long past with Fechter, Ristori, and Booth:

"Tho her two Ibsen plays were already in shape for performance, Miss Le Gallienne did not want to open with them. As a showman she knew the value of playing her trump card first. But where almost any other manager would have looked for one new play with which to start his season and contented himself with that, Miss Le Gallienne looked for two new plays, and found two that were as difficult as any one could have found to test the talents of her newly assembled company, and challenge her own resourcefulness as a director. On one night she played Benavente's 'Saturday Night,' and on the next Chekhov's 'The Three Sisters,' and with each she gambled heavily and opened 'cold' in New York, without any previous contact with an audience. It was, undoubtedly, a hazardous, if not a foolhardy thing to do. But it possest the kind of courage and the kind of P. T. Barnum effrontery that dazzles an American audience as much as it delights it. When every one else was talking and writing about the years of patient building that are required to develop a repertory theater, she had acquired one overnight, and in her first two weeks was changing her bill nightly and playing in rotation 'The Three Sisters,' 'Saturday Night,' 'John Gabriel Borkman,' and 'The Master Builder.' In other words, with one fine gesture, she had made her Civic Repertory Theater a reality.

"Nothing can better illustrate the uncertainty of repertory, or show how heavily even it must lean on one successful play, than the following list of productions that Miss Le Gallienne made in New York during the season, and the number of performances that each play received at the Fourteenth Street Theater:

"'Saturday Night,' 13; 'Twelfth Night,' 26; 'Three Sisters,' 39; 'Inheritors,' 17; 'La Locandiera,' 31; 'John Gabriel Borkman,' 16; 'Master Builder,' 28; 'Cradle Song,' 57.

"Only twice during the winter, in Sierra's 'Cradle Song' and 'The Three Sisters,' has Miss Le Gallienne achieved the kind of unquestioned and unqualified distinction at which she has undoubtedly aimed. Elsewhere some one of several hindrances have stood in the way of completion."

CENSORS AND THEIR ENEMIES

CENSORSHIP IS BECOMING so chameleon-like that its presence may be suspected anywhere. Boston has a brand of its own, and puts a silencer on books sometimes before they have even appeared to suggest any harm. Pope Pius is reported alarmed at the spread of immoral books, "especially those which hide lascivities under a cloak of false religious mysticism." The Federal Government shows signs of entering the fray by invoking the Tariff Act of 1922 where obscene books or partly obscene books are linked with narcotic drugs as contraband. A consignment of the Mardrus-Mather translation, unexpurgated, of "The Arabian Nights" was held up in the Custom House, and the word went forth that the Government was to take a hand in looking after our literary morals. The act was considered high-handed, especially as "The Arabian Nights" was an expensive edition, one prized by scholars and not intended for general circulation; even Mr. John S. Sumner, secretary of the Faculty for the Suppression of Vice, "confessed himself outsumnered." "I would make no objection to the sale of the books unless they were flagrantly exhibited and pushed for sale in an objectionable manner." The upshot was that the confiscated books were released from custody, but no further orders for these books may be placed until a permanent ruling can be obtained. Meantime, the writers of the land begin to view with alarm the encroachments of constituted authority on the free expression of their literary divinings. The New York *Herald Tribune* reports the convening of "twoscore authors, poets, and writers" to the end of organizing a "Committee for the Suppression of Irresponsible Censorship to combat the insistent activities of the descendants of Anthony Comstock." The definition of "irresponsible" is not given; but the views thus represented are stated as follows:

> "Censors, the committee believes, are fearfully ignorant of the current standards of morals. Furthermore, they have stifled the true aim of art and artists, and the men and women whose names are attached to a manifesto issued from 66 Fifth Avenue propose to prove this by specific instances."

A rather formidable list of the attached names is given as "indicative of the first organized effort of authors to combat censorship":

> "Jim Tully, Achmed Abdullah, Rex Beach, Struthers Burt, Owen Davis, Walter Pritchard Eaton, Joseph Hergesheimer, Wallace Irwin, Harold MacGrath, Harvey O'Higgins, Arthur B. Reeve, Leroy Scott, Frederick F. Van de Water, Ida M. Tarbell, Virginia Terhune Van de Water, Burton Kline, Samuel Hopkins Adams, Edwin Björkman, Ellis Parker Butler, Floyd Dell, Arthur Guiterman, Fannie Hurst, Will Irwin, and Edgar Lee Masters.
>
> "Also Cornelia S. Parker, Mary Roberts Rinehart, Wilbur Daniel Steele, William E. Walling, William Allen White, Hendrik Willem van Loon, Gerald Stanley Lee, Heywood Broun, Phillips Russell, George Barr Baker, Ernest Boyd, Robert W. Chambers, Lee Wilson Dodd, T. Everett Haré, Inez Haynes Irwin, Frederick A. Kummer, Meredith Nicholson, Ernest Poole, Charles Edward Russell, Margaret Leech, Amelie Rives Troubetzkoy, Berton Braley, and Katherine F. Gerould."

Photograph by Nicholas Haz, New York

SHE REVIVED THE GENUINE REPERTORY

And carried to success a season that was fraught with hazards and one big triumph—"The Cradle Song." This is Eva Le Gallienne.

No mention is made of the censoring authorities listed above; the organization was prompted, so it is given out, by—

> "The recent passage at Albany of the Wales theater 'padlock' bill and the action of the censors in prohibiting the sales of many of the current novels. Phases of the postal laws will be protested also, some of the statutes being pushed by the late Anthony Comstock, whose biography was written a few months ago by two of the signers of the authors' manifesto, Heywood Broun and Margaret Leech.
>
> "The authors feel that the censors have been successful in suppressing plays of an objectionable line or scene as specified by the Wales law, and now will try to suppress literature for a parallel reason.
>
> "'We believe that the popular agitation for passing laws for the censorship of books and plays is a wave of hysteria sweeping over the country, and that like all hysteria, this is unhealthy,' their statement reads.
>
> "'We feel that any laws for censorship passed at this time will endanger the freedom of speech and will be regretted in the future by all who are interested in fostering American literature and art,' it continues. 'Repeated attempts were made to railroad through such laws both in the State and Federal Legislatures that have recently closed. There is evidence that new bills for censorship will again be prest at the first opportunity.
>
> "Unless measures of defense are taken by writers and the public, who believe in an honest expression of life in art, these writers will find themselves unable to publish. Anthony Comstock will walk abroad again, more powerful and sinister than ever, in his successors. And we have ample evidence on record of the harm which the methods of Comstock have worked in the United States.
>
> "'We are organizing a committee for the suppression of censorship,' the statement concludes. 'We are publishing this to call attention to the dangers from bigotry and blind prejudice that threaten to stifle the intellectual life of the country.'"

It is not without sympathy for the persecuted that the Manchester *Union* comments on the censor as an unpopular figure with the public. Nevertheless:

> "It is a pity that the gifted forty-odd seem to have confined their observations wholly to one side of the case. They speak valorously of combating the wave of 'hysteria' which is sweeping over the country, and apparently overlook the conditions under which the wave has gained headway. Hysteria is a deplorable exhibition, of course, but it can be questioned if it is worse than unlimited dirt in print and in staged production. . . .
>
> "The committee is out to censor the censors. Why not turn its attention to removing the cause of complaint and the agitation for restrictions upon the output of novelist and playwright? The course chosen gives less hint of curative measures than of certain contagiousness in hysteria."

FREE TO LEARN IN SCHOOL-TIME THAT THE FEAR OF THE LORD IS THE BEGINNING OF WISDOM

Some of the White Plains, New York, school children, who, under a decision of the State Court of Appeals, may be dismissed a half-hour earlier once a week to go to a church school of their parents' choosing. Fourth-grade pupils of the East View Elementary School.

THE FREE-THINKERS' DEFEAT IN NEW YORK

THE JOB OF ROOTING OUT RELIGION from the land looks a bit difficult, for the atheists and free-thinkers are getting away to a start some thousands of years late. They lost considerable more distance in the recent decision of the New York State Court of Appeals in upholding the right of the school authorities of White Plains to dismiss pupils between the ages of seven and fourteen years for half an hour each week, with the consent of their parents, to receive religious instruction outside the school buildings. The appeal was brought by the Free-thinkers' Society from the unanimous decision of the Appellate Division sustaining the decision of Justice Ellis J. Staley in refusing to mandamus the State Superintendent of Education to stop the practise. The effect of the decision is that the White Plains children, within the ages specified, may continue taking a half-hour from public-school time each week to go to any church school their parents select to learn that the fear of the Lord is the beginning of wisdom. Some further good may flow from the court contest, thinks the Pittsburgh *Gazette Times*, which, speaking up from a neighboring State, suggests that the campaign for atheism may stimulate "the devotees of religion to greater exertions to conform practise to creeds."

The Free-thinkers raised the point, we read in a New York *Herald Tribune* dispatch from Albany, that the White Plains plan was a violation of the constitutional prohibition of the use of State or municipal property, credit or money for the maintenance of institutions fostering denominational education. It was also charged that the plan violates the compulsory education law requiring the full-time attendance of public-school children. The Court of Appeals unanimously decides that both contentions are unsound, in that only half an hour is allotted each week to religious instruction, a period often set aside for training in music and dancing, and that the city of White Plains does not use public money to aid church schools, "altho the cooperation between the public schools requires a slight use of the time of the school-teacher in registering and checking up excuses." The decision, handed down by Judge Cuthbert W. Pound, recites:

> "A child otherwise regular in attendance may be excused for a portion of the entire time during which the schools are in session, at least half an hour in each week, to take outside instruction in music or dancing without violating the provisions of the compulsory education law, either in letter or spirit. Practical administration of the public schools calls for some elasticity in this regard and vests discretion in the school authorities.
>
> "Neither the Constitution nor the law discriminates against religion. Denominational religion is merely put in its proper place outside of public aid and support. The separation of the public-school system from religious denominational instruction is thus complete. Jealous sectaries may view with alarm the introduction in the schools of religious teaching, which to the unobservant eye is but feebly tinted with denominationalism. Eternal vigilance is the price of constitutional rights. But it is impossible to say, as a matter of law, that the slightest infringement of constitutional right or abuse of statutory requirement has been shown in this case."

However, the Free-thinkers are not ready to give up, and plan, we read, to carry the case to the Supreme Court of the United States, if legal obstacles do not interfere. Their aim, Joseph Lewis, president of the Free-thinkers' Society, is quoted in the *Herald Tribune* dispatch as saying, is "to prevent the practise of connecting religion with our public schools throughout the

State." The New York Federation of Churches, an interested spectator, says of the court's decision:

> "It means that the Free-thinkers' Society can not impose the sectarianism of irreligion upon public schools, and it means that that society can not, by compelling our secular educational system to absorb the entire capacity of children for instruction, consecrate their secularism as the religion of America."

With which sentiment, we find, there is solid agreement among some of the papers which have been drawn to comment on the outcome of the White Plains struggle. The Free-thinkers, notes the Syracuse *Herald*, have not objected to school leave for lessons in dancing and music. They have "magnanimously tolerated the additional vacation in Syracuse during State Fair week. Yet in the eyes of these noble guardians of the Constitution and the compulsory education law, the White Plains allocation of half an hour each week—less than the time required for a ball game—to education in the principles of religion, is an intolerable abomination. It is well that the courts have stamped out the last vestige of this vicious nonsense." As for the argument that the White Plains plan for religious instruction during school hours brought the State in as a paid assistant, the New York *Times* says that "in reality, it but accentuates the separateness of Church and State." "Religious instruction of some sort is imperatively needed," declares the Schenectady *Union-Star*, which says the White Plains decision "recognizes religion as an essential factor in national life. It rebukes those who conceive of the American Republic as a godless establishment. It puts upon the home—where it belongs—responsibility for the moral and religious teaching of children."

However, there is some question whether the White Plains method of imparting week-day religious instruction is expedient. The argument for taking time from school hours is usually that after school the child is too fatigued to be benefited by other instruction. But in New York City the plan of giving religious instruction after school hours is found to be successful, according to a statement of William J. O'Shea, Superintendent of Schools, quoted in *The Times*. This arrangement, observes the Springfield *Republican*, is "less exposed to criticism," and "is as it should be." The Brooklyn *Eagle*, too, thinks the New York City plan "has real advantages over the White Plains plan," since it "entirely avoids a clash with the routine of present-day education." Demands on the average public-school curriculum are so great now, remarks the Philadelphia *Evening Bulletin*, that even a half-hour off each week is "a serious loss."

However, the White Plains plan, we read in various comments, has been followed in several States for a number of years, and seven denominations have formally approved of it. From *The Western Christian Advocate* (Methodist), whose article on the subject was written before the White Plains decision was rendered, we learn that the week-day religious-instruction plan is being rapidly adopted and is commended by a great number of teachers in public schools. The hour is taken from the public-school time, says *The Advocate*, "in order not to make the study periods too long for the boys and girls and restrict their play periods." We read further:

> "Legally, through acceptance of legislatures, the plan has been adopted by Minnesota, Oregon, and South Dakota. In nine States the courts own the practise and teaching legal; they are: Connecticut, Illinois, Indiana, Maine, Michigan, Nebraska, Nevada, Ohio, and Rhode Island. In New Jersey and Pennsylvania classes may be suspended, but a portion of the pupils may not lawfully be dismissed to make religious instruction possible. In Illinois the practise is illegal unless it is directly required by the public schools or authorities. Attempts to obtain legal standards for the practise have recently been made in California, Colorado, Idaho, Indiana, New Jersey, North Dakota, Pennsylvania, and Wyoming. The increase of favor toward this new venture and the rapidity with which it is being placed in operation should cause great concern to the American Association for the Improvement of Atheism, which we learn, is in opposition."

THE VATICAN ON OBSCENE LITERATURE

THE CRUSADE AGAINST LASCIVIOUS literature goes on, and now the powerful voice of Pope Pius, directing Catholic bishops in all parts of the world to protect their flocks from immorality on the printed page, is added to the rising chorus. The Papal instructions are issued through Cardinal Merry del Val, Secretary of the Supreme Sacred Congregation of the Holy Office. Books which "appeal to the sensuous passions and to a kind of lascivious mysticism," we read in a copyrighted dispatch to the New York *Times*, are numbered by the Cardinal among "the worst evils which totally corrupt Christian morals and harm in the highest degree souls redeemed with the sacred blood of Jesus Christ." Cardinal Merry del Val denies the arguments of those who maintain that frank statement of certain sexual and other problems has great educational value. On the contrary, he holds that "the frailty of human nature is very great, and very great also is the inclination for sensual pleasures. Neither the elegance of language nor notions of medicine or philosophy which such books may contain, nor the intention of the authors, whatever it may be, can prevent the readers of such books from being fascinated by the voluptuousness of unclean pages; from having their minds perverted and their hearts depraved, until, giving free reign to their evil impulses, they are prey to all sorts of vices." The Cardinal pictures many of these victims "growing at last tired of life full of every kind of beastliness and ending often by committing suicide."

The bishops are directed to call the attention of Catholics to the fact that the reading of evidently immoral books constitutes a moral sin, whether or not such books have been expressly condemned by the ecclesiastical authorities or have been registered on the index of forbidden books. The Pope, says the statement, "is horrified not only by the existence of a huge number of books brazenly depicting the minutest details of sensual vices, but by the spread of works which dare to justify morbid sensuality by false religious mysticism, shamelessly invoking God and religion." This warning, *America*, a New York Catholic weekly, reminds its readers, is not new legislation, but "merely the restatement of a prohibition which rests upon the natural and the divine law." It is a "wise and timely" appeal, says the Albany *Knickerbocker Press*, declaring that it "should have the support and encouragement of churchmen of all denominations, as well as of decent and wholesome citizens everywhere." Pope Pius stands on undebatable ground when he declares that artistic merit is not going to save the morals of youth, agrees *The Knickerbocker Press*, and "when Oscar Wilde made the epigram that art is neither moral nor immoral, but good or bad, he spoke only half a truth." For "the unfortunate fact is that more readers will be imprest by the morals, or lack of morals, than by the literary technique." Literature of any sort whose sole appeal and reason for existence is pornography, is depraving in its effect on those who find it worth attention, says the Rochester *Democrat and Chronicle*. "People of cultivation or of naturally fine instincts do not find it worth attention, but repellent and disgusting." The only safe line of demarcation, then, thinks the Rochester paper, is that shown between literature of value and vicious publications whose sole appeal lies in their obscenity. As the Rochester *Democrat and Chronicle* sees it:

> "Scientific works, the classics of all the peoples, histories, pictures of life conditions in the epochs described, are of a totally different kind. They are all instructive, improving; and their occasional incidental allusions, usually so veiled, as in Shakespeare, as to escape casual attention, or when merely suggested as a part of the picture of life presented, as in the other classics, do not make those epoch-creating works objectionable, and to hold them up in the mails or ban their sales is idiotic. The fact that narrow-minded censors often go to such indefensible extremes is the obvious and sufficient reason why the intelligence of the nation opposes censorship as it does. It does more harm

than good when authority is vested, as often happens, in moronic, undeveloped or unbalanced minds. And their childish rulings do vastly more harm than good by giving country-wide advertisement to the book they would suppress, thus making it sought for its alleged improper passages by a stratum of society—a class of readers—who would never think of buying it for the reasons that scholars and people appreciative of literary values do."

AFRICAN LIONS AND MODERN DANIELS

LIONS ARE MORE PARTIAL to donkeys than to missionaries, fortunately for the good men who must travel the African veldt. But there are other trials which the missionaries must face and overcome, and there is the ever-present danger to white men of reverting to type. Some men like the sauce of danger as a permanent part of their diet. One of them, Bishop Wellesley Fogarty of Damaraland, Africa, is home in England for the second time in thirty-three years, seeking an endowment to provide an income of £600 a year for his diocese, which covers an area of 322,000 square miles, six times the size of England. A representative of the London *Observer* sought him out, and what the newspaper man gleaned from the Bishop may well make good reading for those who sit in their easy chairs and snicker at the mention of missionaries. The whole of his territory, says the Bishop, as the interviewer quotes him, was formerly known as German South-West Africa:

"In all this vast tract there are only three churches, tho we are hoping to build another three this year. The great difficulty is the frightfully lonely life led by the people out there. In all this great tract there are only some 25,000 whites—in fact, we never see some of our people. Fortunately, the railway line runs through the diocese, and, generally, we have to keep to this means of communication, for the difficulties of traveling off the beaten track are enormous.

"To give you an example: the mission of St. Mary Ovamboland is 250 miles from the railway! The difficulties of transport to and from this mission station are simply appalling. We have to traverse a sandy, waterless, bushy country, almost indeed a desert. Our chief means of getting about has been donkey transport, but this is very slow, and invariably when we have no white man with the team, we lose a number of animals through wild beasts. I, myself, of course, have to travel this way, and the last time five donkeys were eaten by lions."

Asked by the interviewer whether he underwent any personal risks, the Bishop laughed, and said:

"Oh, no, I don't think so. In fact, these are very well-fed lions. You see, they have an excellent living in the game preserves abounding with buck and all sorts of edibles, and for them all sorts of delicacies. They are, in fact, as fat as butter, but for some reason which I can not explain, but which I state as an unalterable fact, lions are particularly fond of donkeys. We chain them to the wagon and sleep less than some fifty yards away, only to find in the morning that several of the team are missing.

"But we never for a moment imagine ourselves in any danger, for I don't think lions will touch men. I never even carry firearms, tho one of the party generally has a rifle. On the veldt we just light a fire and sleep as near to it as we can. On the occasion I mention, when we lost five donkeys, the whole of the remaining team stampeded, and we had to call in the services of the native police, who rounded up the remaining donkeys, on camels. They were able to bring us back eighteen by the next morning.

"We have now a motor-lorry that carries a load of 1,000 pounds and costs us £22 in running expenses for a single trip. Even with this we have to sleep out two days in the veldt. I generally sleep underneath the vehicle. We are looking forward to procuring a tractor, however, and think this will be a great improvement.

"The intense solitude under which so many of our people out there have to live presents a most urgent problem. Even with wireless there is the difficulty of getting their batteries recharged. It affords an interesting case for the psychologists. A few of them, unfortunately, take to drink, and others of them become 'white Kaffirs'— that is to say they degenerate into men devoid of any semblance of civilization, nauseating and vermin-stricken, with no capacity to help themselves in any way whatsoever."

YOUTH'S CHALLENGE TO THE CHURCH

A PERIODICAL HEALTH EXAMINATION of the Church, with youth as the examiner, might prove an interesting experiment, if we can assume anything from a recent event in London. In order to discover what young people really think about the church, its services, organizations, methods, etc., the London Presbyterian Office Bearers' Association summoned a special meeting and invited young men and women connected with various congregations frankly to express their views and wishes, and to make constructive suggestions. The meeting was held in Regent Square Church, and we read in the Boston *Evening Transcript:*

"The most satisfactory feature was the evidence given of the ability, high seriousness combined with humor, fundamental religiousness and lofty ideals of the speakers. The young woman who dealt with the place and value of social organization in the church, while favoring social activities, submitted that the social work of the church should be the effect and expression of its spiritual life, and not sought to be made its cause. A young man, altho himself musical, favored congregational more than choir singing, and pleaded for simplicity of thought and language, freedom from sentimentalism but not genuine sentiment, a universal note dealing with matters that touch everybody, and a treatment of great subjects, human and divine. Another young man urged that 'Youth, with its enthusiasm freshly kindled and as yet unquenched by the disillusionment that time will bring; with its gloriously impossible ideals; with its spirit of loyalty, and even with its beautifully hopeless blunders, should have a greater part in the organization of the church to which it belongs.'

"Speaking on worship and prayer, a young Scotchman suggested that several short prayers are better than one long one, that the minister should avoid flowers of speech and choose simple language. A young woman doubted whether the church today is sufficiently holding up great social and ethical ideals which appeal to the imagination of young people, arouse their enthusiasm and impel them to adventurous living and to fight for great causes. The sermon that appeals to the youth of today, one of their number said, is a discourse of fifteen or twenty minutes, which should appeal to both heart and mind. Reasons given for not attending week-night services were the crowded nature of modern life, the distances to be traveled between home, business and church, and the fact that many of the young men and women connected with churches are engaged in preparation for religious work or studying for professions. It was very noticeable that none of the speakers suggested any lowering of the high standard of the church or any relaxing of its demand upon its members, but rather the reverse."

THE CHURCH AS BIG BUSINESS—The combined collections for church work of the twenty-eight denominations included in the Federal Council of Churches amounted last year to nearly $400,000,000. The more than 22,000,000 communicants gave an average of $17.14 per member. The Methodists, who are the most numerous, gave the most, $97,000,000, with the Presbyterians second, with $57,000,000. For gifts by individual members the United Presbyterians rank highest, with an average of $39.26. Quoting these figures, the Pittsburgh *Gazette Times* indulges in a little homily on the big business of religion which churchmen may read with pride:

"Quite a bit has been spoken and written of the weakening grip of the churches. Reduction of the churches by a half has been advocated. This was followed by a proposal to reduce the ministers by a half. There are those who would do away with the churches entirely. Yet anything that has the ability to draw upward of a half-billion of dollars annually in voluntary contributions appears to have a vast amount of vitality and not to have any serious trouble. Were not the churches felt to be returning value for the contributions, we may be sure that contributors would be less generous.

"The churches being conducted by men are not perfect, but they supply something for which mankind longs. That is proved by their existence and growth. The enemies of religion have never been able to offer a satisfying substitute. It is easy to criticize, but suggesting a better course is something else."

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CURRENT POETRY

Unsolicited contributions to this department can not be returned.

WHILE anxious eyes of two continents are trying to pierce the mystery of fog-bound seas, *The Mail and Empire* (Toronto) prints this:

WHERE ARE THE FLIERS?

By J. Lewis Milligan

Where are you, Fliers, bold venturers on the void,
That arch of air that spans the abysmal main?
What means this silence—were the gods annoyed,
And have they put you back to sleep again?
On either shore of the tremendous flood;
We little humans in mute wonder wait
Some word or sign from out that solitude,
While fear creeps closer, musing on your fate.

We know not, brothers, and may never know
All that befell you in that high emprise;
Yet, something deeper than pale dread can go,—
Yea, something loftier than the arching skies,
Speaks with assurance still that all is well,
That you have triumphed, whatsoe'er befell!

CAN it be twelve years and more ago that we were all thinking, and naming, that spot just become "forever England"? Yet the London *Observer* brings it home:

SKYROS

(*Rupert Brooke: April 23, 1915*)

By Wilfrid Gibson

Skyros—he spoke the name
With eager, boyish zest,
And little guessed
His heart should come to rest
For evermore on that far island crest.

Skyros—I heard the name,
Nor ever thought 'twould be
Aught else to me
Nor how unrestingly
My heart should haunt that Ægean sea.

Skyros—to me by day
An isle of marble white
Transfused by bright
Raptures of singing light,
A beacon-fire of living song by night.

MORE spirits would have thrilled to this before the bicycle fell into its now partial eclipse, but who can not recapture an old emotion? *The Commonweal* prints it:

MYSTIC ON WHEELS

By Margery Swett Mansfield

The boy on the bicycle blends with the night,
The river, the mist, the ripple-twisted light;
A blue shirt bellowing in the blue light,
The boy on the bicycle blends with the night.

The world moves west, a smudge among the spheres,
The months slant by, the days melt into years,
The river-boats are black by the blurred black piers.

The boy leans forward and breathes the heavy scent
Of springs unborn, of force unspent
At the edge of the morn where the new years are bent,
And his heart is content.

Content, for what is time but the fetus of the night?
And God is part and parcel and body of the light
And the darkness, as he steers
From the walk, gleaming white,
To the dark heart of the years;
The boy on the bicycle blends with the night.

THIS is not a preachment against zoological gardens, for mankind must be served; but just a thought for the caged animal, in *The Cornhill* (London):

THE CAPTIVE

By Olive Clare Primrose

The bear that stalks behind these bars
Has prowled the jungle wilds, before
They gave to him the noise of cars
That rattle past the keeper's door—

The cars that bring the staring herd
Who gibber in that tragic face:—
The mind, so agile once, is stirred
But slowly, in this heated place.

Slowly, but yet the vision grows
Clearer with every passing day,
Of a flat rock, where the wind blows
Cool drifts of healing forest spray.

Sometimes the vision is obscured,
The dull mind ever slower gropes;
But his disease will not be cured:
He'll never climb his wooded slopes.

Outside the gaping people stare
And laugh if clumsily he stands
Pawing the bars—oh fools, beware—
Go not too near with pointing hands.

THIS poet of *The Spectator* (London) seems to imply nature's better way of spring cleaning. If we could only follow nature and ignore or cover up our messes!

SPRING CLEANING

By Barbara Euphan Todd

On April days the housewives rise to set their homes in order,
And Spring puts on, while thrushes call,
Her daisy patterned overall
With buttercups about the neck and scillas at the border.

While other people rub and scrub and polish up their brasses
And clean their cans, and taps and knobs,
She gilds the marigolds (or blobs),
The buttercups and celandine that shimmer in the grasses.

She hangs on every hawthorn hedge her curtain's petalled laces,
With curded cloud, when morns are new,
She scours her ceiling bright and blue
And lays her mass of blossom down in secret woody places.

While other people sweep and wash and fuss and fret and fluster,
If she should want to clean a combe,
She takes her scented golden broom,
And snatches from a hazel spray her catkin-tasselled duster.

HERE is a homily in *The New Statesman* (London) for those who like to read about who is to be blamed for the war:

WAR

By Humbert Wolfe

You think these plotted, those designed
the War with deadly craft—and some
made money out of Kingdom Come
on purpose! Nothing of the kind!

God! how much better such devilish
cunning than that ineptitude
which, like a slattern bringing food,
just slipped, and let the whole world smash!

SAY what you will about the Englishman, his best-beloved epitaph seems to be desired as just that "He was an Englishman," or *G. K.'s Weekly* besides hosts of others lead us astray:

EXHUMATION

By R. C.-C.

Egyptian kings, dragged from their resting places
To face a sun three thousand years more old
Are found still clinging to some treasured fragment;
A ring, a rag, a gem, a piece of gold,
Set by them there to comfort solitude.
If we were given to indulge the dead,
Each crazy wish, stuttered in last disquietude:
I would beseech you lay beside my head
A little cask of dreams, a box of visions,
A reel of verse, a chaplet of things men said
When I was still awake, that æons hence
Anglologists exhuming London dust
May find a crumbled grave, and, hurrying thence
No richer for my spoils, say in disgust:
"This was an Englishman. He dreamed.
He was perplexed.
There's nothing here of interest. Let's try the next."

THE tragedies of the air are so numerous that this tribute in *Pasque Petals* (Aberdeen, S. D.) will be read with sympathy:

STAR-DUST

(*To a Dead Aviator*)

By Mabel K. Richardson

No more his motor shall climb up in the morning,
Never again shall the keen racing air
Fan the fine flame in the heart of him scorning
All but the highest adventure to dare.

Swept into space with his glory around him,
Winged with the fire of sublime sacrifice,
There on the plain where they tell that they found him—
Star-dust, and silence, and the infinite skies.

ALREADY the season has brought to the West a formidable and destructive "twister." Its advent is signalized in the Denver *Times:*

THE HURRICANE

By Martha Coleman Sherman

Out of an unknown hell you came, shrieking and whirling in fiendish glee,
And nature, dumb at your fierce attack, cowered and cringed in her agony.

Out of an unknown hell you came, gluttonous, filled with a rage insane,
Uprooting trees of a hundred years, killing and maiming in lust for pain.

Out of an unknown hell you came, crushing the dwellings of man as glass,
And mad and wild with the taste of blood, crunching the children you chanced to pass.

Out of an unknown hell you came, playing despicable pranks with glee,
Tiptilting churches and schools and trains, burning the treasures you paused to see.

Out of an unknown hell you came, growing in fury as on you sped,
And men that followed the ruin you left trembled and prayed with the maimed and dead.

Out of an unknown hell you came and back you crept like a fury spent,
And none can understand whence you came and none can follow the route you went.

PERSONAL · GLIMPSES

WHEN BEVERIDGE WAS THE "BOY ORATOR"

A BIG SURPRIZE WAS SPRUNG during the Presidential campaign of 1884 on a great audience gathered at Bloomington, Illinois, to hear a speech for Blaine and Logan from an orator who was announced on the bill-boards as "the Hon. A. J. Beveridge." The audience was expecting to hear Governor Beveridge of Illinois, and when a pale college youth of twenty-two appeared upon the platform, many started to leave in disappointment. But the young man instantly began to talk, and to talk so well that everybody was seated again; in fact, the whole audience remained spellbound through nearly three hours of impassioned oratory. Albert J. Beveridge held no public office then, or for fifteen years after that, but the episode is cited by the New York *Herald Tribune* as an explanation of why he was suddenly elevated, at the age of thirty-seven, without any preparatory steps in politics, to the position of United States Senator from Indiana. His sudden death of heart disease, on April 27, at his Indianapolis home recalls his whole picturesque career to mind.

International Newsreel photograph

ONCE THE "GRAND YOUNG MAN"

Such was the tag fastened to the oracular Beveridge in the United States Senate, where the cynical "Old Guard" subjected him to a prolonged hazing.

Mr. Beveridge won his place in the world by hard effort. Born on an Ohio farm in 1862, he shared the reverses which caused his father to lose the farm a few years later and move to Illinois. At an age when other boys were going to school, he had to go to work. At twelve he was a plowboy doing a hired man's work behind a team of horses on an Illinois prairie. At fourteen he was doing a man's work in a railroad construction gang. At fifteen he was a teamster and lumberman in charge of a logging camp. Like Lincoln, however, he was a reader and student, and in the next few years, by dint of saving and night study, he had made his way through a local high school.

At the age of nineteen young Beveridge faced the problem of college with painfully few dollars in his pocket. The Tulsa *Tribune* relates that as post-cards cost less than sealed letters, he addrest six cards to as many college presidents. Five responded with printed information. From the sixth college, which was DePauw (then Indiana Asbury), of Greencastle, Indiana, he received a cordial letter signed by the president and extending him a hospitable welcome. That letter made him a Hoosier. The college president said he hoped to see Albert in September. And Albert decided that he should. The Tulsa editor continues:

> His total assets consisted of a well-worn three-year-old overcoat and one suit of clothes that was fairly new, besides other essential wearing apparel, and about $40 in money. A friend of his, who had no conception of college costs, entered into Albert's enthusiasm and said he would lend him $50. The total of these resources wouldn't go very far, but Albert J. Beveridge was "going somewhere and he was on his way."
>
> He studied that DePauw catalog. He found that the college proffered prizes. There was a cash prize of $50 or so for the freshman who made the best grade in Latin, another such a cash prize for the freshman who made the best grade in mathematics, another for public speaking, and so on down the line. There were cash prizes offered in the same way to those who severally excelled in the sophomore year, the junior year, and the senior. Listing all these cash prizes in a column Albert drew a line, added up, and the total, he found, would get him through college very comfortably. He would have no difficulty if he got them ALL.
>
> Almost too remarkable to be true, Albert J. Beveridge captured every prize which DePauw offered through his four years of student life, excepting only the Latin prize in his sophomore year. He did more; he not only was the prize orator of his college, but he was the prize orator of the group of small colleges in Indiana, Illinois, and Ohio, which were of the proportions of DePauw in that day. So successful was young Beveridge in these oratorical contests that DePauw challenged the debating conference of the largest colleges in the Central West, which included Michigan, Northwestern, Wisconsin, and others. And Beveridge won from them all.

Replenishing his slender purse by working as a book agent during the summer vacations, young Beveridge won his way through to graduation at DePauw in 1885. Then he read law in the office of Senator McDonald, was admitted to the bar two years later, and became a junior member of an Indianapolis firm. In the same year he married Miss Katherine Langsdale. Soon he began building up an independent practise and making a reputation for oratorical eloquence.

Beveridge had chosen to cast his lot with the Republican party, and he was taking an increasingly prominent place locally in that party's councils at the same time that he was becoming known as a good constitutional lawyer. In 1898 he was introduced as a "dark horse" in the race for United States Senator, and to the surprize of the State, won against Senator David Turpin, who was twice his age. His next act was characteristic. Before he took his seat in the Senate the next spring he had traveled to the newly acquired Philippine Islands, and was able to speak with special knowledge of the subject when the question arose as to whether we should keep the islands or not.

In spite of his thirty-seven years, he was still called—more or less ironically—the "boy orator"; and when he had the hardihood in his first session to make a speech advocating unrestricted freedom of trade with Porto Rico, he was hazed unmercifully by the old stalwarts of the Senate. His style was flowery, and the New York *Sun* recalls that—

> Senator Pettus of Alabama, who had been an officer in the Mexican war a decade and a half before Beveridge was born, rose in the Senate and for an hour or more, in the most deft and graceful manner imaginable, spoke in parody of Beveridge's voice, his gestures, his mannerisms, his expressions of opinion, in

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The Sport Cabriolet . . .	715
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> a fashion that would have annihilated a man who did not have the confidence and the essential fundamental virtues that Beveridge had. . . . The Senate leaders then were such men as Allison of Iowa, Frye and Hale of Maine, Hoar of Massachusetts, Depew of New York, Foraker and Hanna of Ohio, Penrose and Quay of Pennsylvania, Aldrich of Rhode Island, Culberson of Texas, and Spooner of Wisconsin, men of long service and convinced of the superior mission of the Senate. They did not make his apprenticeship an easy one. Even after he had finished his first term, he was still referred to as the "boy orator" and the "Grand Young Man."
>
> One reason for the hazing of Beveridge was apparent from the start; in a Senate whose members were convinced of the near sanctity of the Senate, Beveridge came as a man convinced of the importance of the Supreme Court and as an interpreter of its share in American government.

Beveridge was of the new order, they of the old, says the New York *Times*, continuing:

> They charged him with inconsistency, asserting that he occasionally found it wise to vote with the "big business" group, and that the record showed he failed to vote against the "invisible empire," which at other times he attacked. There were days when the young orator found himself addressing only the official stenographer.
>
> But the people of Indiana were satisfied. He was reelected in 1905. He maintained his independence and he did some surprizing things. He never rode on a railroad pass. He paid his own way always and in every connection, tho he was not a rich man. He strest uprightness in politics. He worked as hard at his job as he had when he was a plowboy. He made friends as well as enemies, but the Old Guard in the Senate never quite accepted him. He virtually left the "regulars" of his party in the fight over the Payne-Aldrich tariff in 1909.

Meanwhile his horizon had broadened, the same writer adds. He traveled all over Europe. In 1900 his wife had died, and in 1907 he married the second time. That was in Berlin, when he was finding much to admire in German life. His bride was Miss Catherine Eddy of Chicago. They had two children, Albert J., Jr., and Abby Spencer.

> When the Republican party split in 1912, Beveridge went with Roosevelt and into the Progressive party, thus, in the judgment of political observers, sacrificing his political future to his principles. He was the Chairman of the rump convention which nominated Roosevelt against Taft. There, in enunciating the Progressive creed, he asserted:
>
> "We mean not only to make prosperity steady but to give to the many who earn it a first share in that prosperity, instead of helping the few who do not earn it to take an unjust share. The tariff must be taken out of politics and treated as a business problem. The tariff in politics is one of the invisible government's methods of wringing tribute from the people."
>
> Beveridge went down to defeat with the Progressives. In 1914 he sought to return to the Senate as a Progressive, but, altho he had been one of the first to advocate the direct election of United States Senators, neither on this occasion, nor on later ones, was he successful at the polls.
>
> Returning to the Republican fold in 1916, he became mildly active again in the party councils. In 1922 he contested in the primary for the Senatorial nomination against Harry S. New and stumped the State, again making effective his oratorical abilities. He won in the primary, but the Ku Klux Klan was exceedingly active in Indiana that year and he was beaten in the election by Samuel M. Ralston, the Democratic candidate.

Mr. Beveridge was an earnest student, not only of law, but also of history and economics. Often his mind did not work on party lines. During the World War he spent a year in Europe as correspondent of a weekly publication, and on his return wrote a book, "What Is Back of the War," in which he viewed the struggle from the German standpoint. "Hardly anything in his life was more generally condemned," as one newspaper puts it; "for in the existing state of public opinion the volume was looked upon as strongly pro-German and was barred from many libraries and training-camps."

Beveridge was often against his own party on phases of the tariff. After the war, however, he was among those of his party who most strongly opposed the idea of joining the League of Nations and the World Court.

Editorial comment is almost unanimous in holding that Albert J. Beveridge will live in history as an author rather than as a statesman. And the one book upon which this judgment is based is his life of John Marshall, "easily the most acceptable thing of its kind known in the wide field of jurisprudence," as one Democratic paper generously admits. The first two volumes were published in 1916, and the last two in 1919. It was for this book that in 1923 he was awarded the Roosevelt medal for a "valuable contribution to history." Many editors think that his failure to be reelected to the Senate was a blessing in disguise, both for him and for the public, because it gave him leisure to write this book and to begin his equally ambitious life of Abraham Lincoln.

As an author Mr. Beveridge was fairly prolific. "The Russian Advance," written in 1903, was quickly discredited by events in the Russo-Japanese war. He was the author, later, of "The Young Man and the World," "The Bible as Good Reading," "The Meaning of the Times," "Americans of Today and Tomorrow," "Work and Habits," "Pass Prosperity Around," and "The Invisible Government." At the time of his death he had already been working for several years upon a life of Lincoln which was to have a quality and scope similar to that of Marshall. Two of the four volumes had been practically completed. He was a slow and painstaking writer, as one newspaper remarks, frequently devoting many weeks to a single chapter and revising his manuscript as many as fifty times.

Another of his individual traits is recalled by the Indianapolis *News:*

> One of Mr. Beveridge's most remarkable characteristics was his ability to "follow manuscript" in making a speech. He would issue copies of his speeches in advance to the press and then would follow the copy practically without deviation throughout the address. It was said that his powers of concentration were so great that he could read the manuscript through once or twice, then repeat it practically without change.

"This truly talented, if not brilliant, native of Ohio," says the Cleveland *Plain Dealer*, "now dying at sixty-four, belongs to the category of Americans who politically never quite arrive. He burst across the firmament at the close of the Spanish War like a meteor. His maiden speech in the Senate in defense of McKinley's policy in the Philippines captured the head-lines. Here was a Webster or a Clay, a Republican with fresh energy, a marked gift of expression; a new leader, it seemed; a voice from the West." The Cleveland editor thinks the chief reason why Mr. Beveridge was never able to come back, politically, lay in his desertion of the party at the time of the Roosevelt split. He was one of the leaders in the Progressive revolt.

The Grand Rapids *Press* thinks he was a victim of "unfortunate admirations," including his admiration for German virtues at a moment when the world was not in a state of mind to share it. The Philadelphia *Inquirer* points out another mistaken admiration in these words:

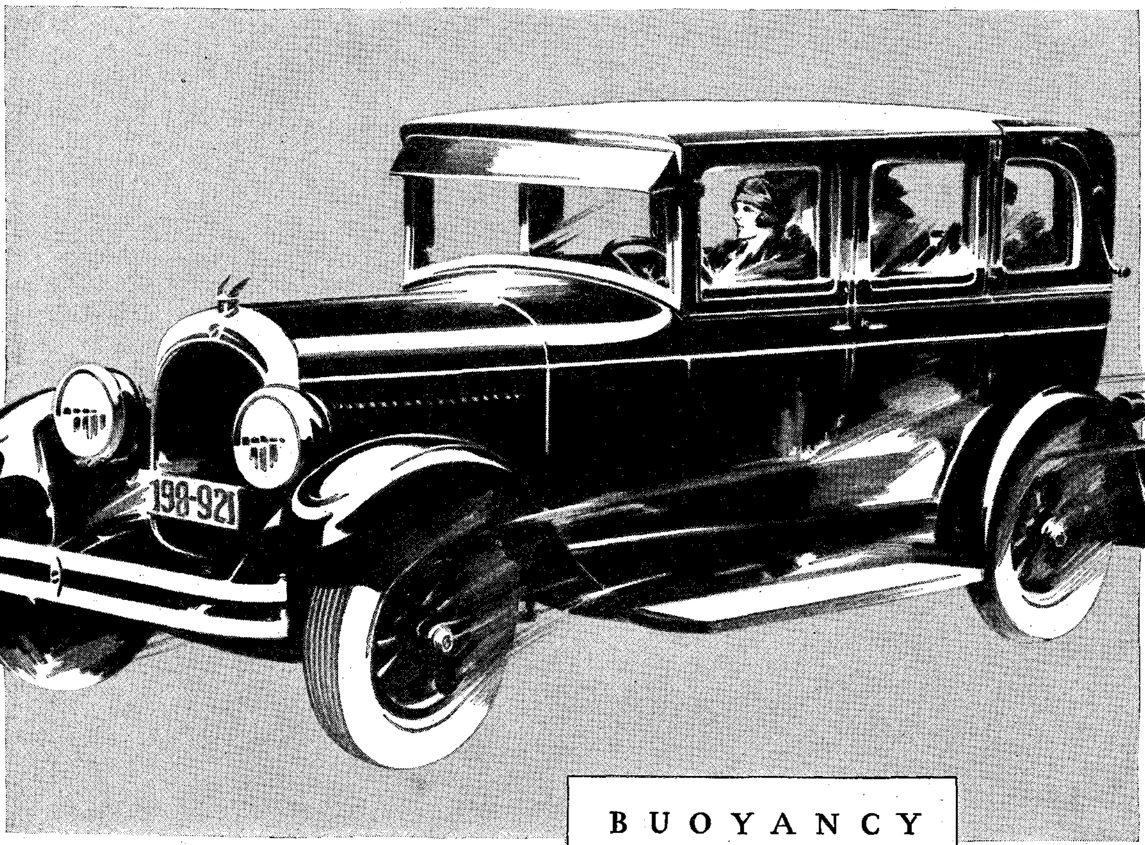
> By one of the strange whirligigs of fate, Beveridge suffered through one of the supposed reforms which he advocated, and which he helped to bring about. This was the Constitutional Amendment for the election of Senators by the direct vote of the people. He was twice elected to the Senate by the Legislature of his State, but twice defeated when he went directly to the people for their suffrages.

An Alabama paper, the Birmingham *News*, sums up the case in these words:

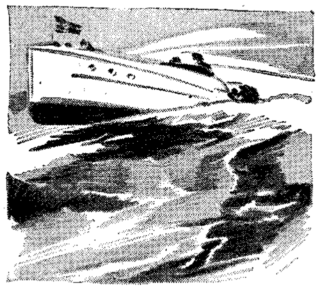
> Beveridge, the statesman, will not take prime rank in his country's history. Beveridge, the politician, will be remembered with preference by his friends and with prejudice by his opponents—within and without his party. If his policy at times was admirable, his strategy more than once—particularly in his primary campaign in 1921 against one of his party's forthright figures—was thought by impartial observers to be hardly less than contemptible. As an orator, Beveridge has died away into little more than an echo. As a biographer of John Marshall, he has done work not for an age but for all time. Not improbably, his unfinished Lincoln will enlist from competent critics unstinted commendation.

The car conception which started the sweep of Chrysler to 4th place

CHRYSLER 70



BUOYANCY



TODAY, more emphatically than ever the finer Chrysler "70" is pre-eminently the 70-mile-plus quality car of its class—vogue-established and value-established as unique, alone and literally above competition.

In planning the original "70" three years ago Walter P. Chrysler and his engineers conceived a smart, swift, fashionable car, which would be, to the public, a refreshing departure from previous conventional design.

It was the car conception which started the sweep of public acceptance which, in three years, has lifted Chrysler to 4th place among the world's great motor car manufacturers.

Not a day has since ensued that Mr. Chrysler and his associates have not striven to clinch the magnetic appeal of the finer "70", with the result that today it is as new and as advanced over the ordinary as it was at its introduction.

Standardized Quality reflects itself in every phase of "70" construction and "70" performance.

Finer, more exquisitely graceful bodies with military front and cadet visor—smaller wheels—greater luxury of comfort—greater riding ease—rich upholstery—greater perfection of appointment—more attractive color blendings far in advance of current harmonies.

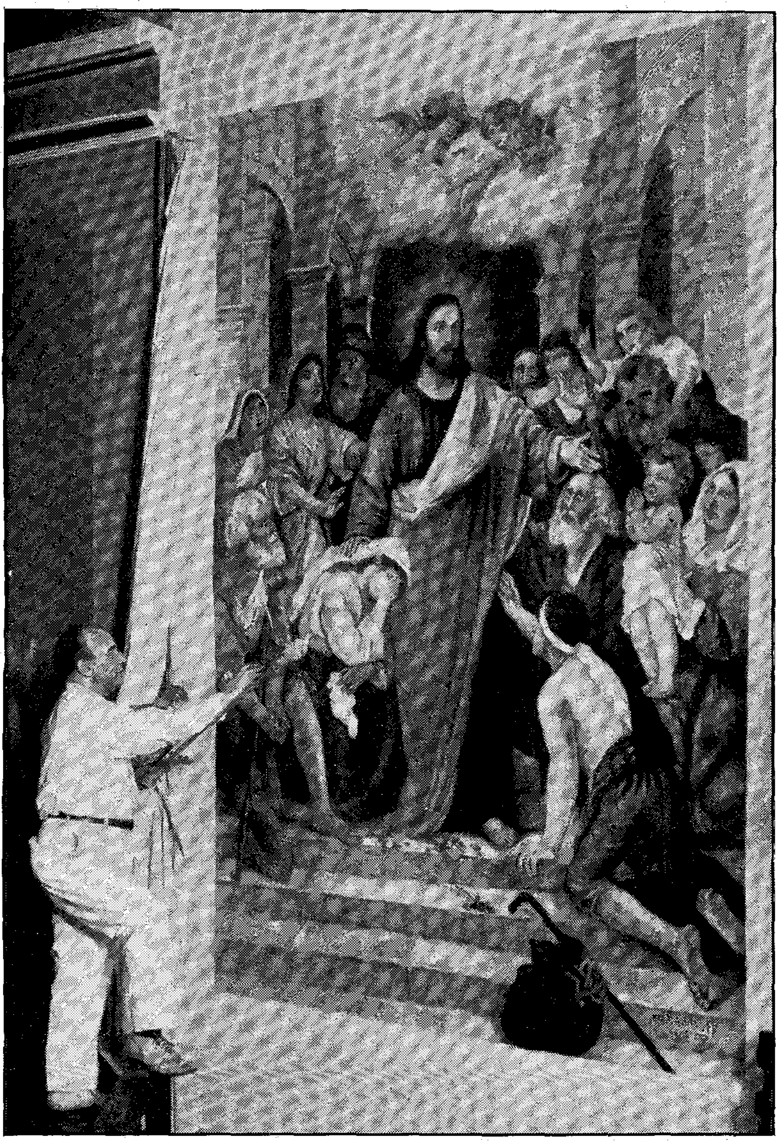
* * *

SportPhaeton $1495; Two-passenger Roadster (with rumble seat) $1495; Brougham $1525; Two-passenger Coupe (with rumble seat) $1545; Royal Sedan $1595; Two-passenger Convertible Cabriolet (with rumble seat) $1745; Crown Sedan $1795; f. o. b. Detroit, subject to current Federal excise tax. Chrysler dealers are in position to extend the convenience of time payments. Ask about Chrysler's attractive plan. All Chrysler cars have the additional protection against theft of the Fedco System of numbering.

CHRYSLER MODEL NUMBERS MEAN MILES PER HOUR

ATLANTA CONVICTS TURN TO ART

COUNTERFEITERS HAVE CREATED one of the most unusual art collections in the world upon the walls of the chapel in the Federal Penitentiary at Atlanta, Georgia, declares Angus Perkerson in the Philadelphia *Public Ledger*. A convict's conception of God—a figure which few modern artists have undertaken to depict—is to be found upon the ceiling of the Catholic chapel there. It is one of a series of religious paintings, Mr. Perkerson says, nearly all done by prisoners who were serving terms for counterfeiting. Students of crime have become interested in fathoming the motives back of these religious pictures, and have come to the conclusion that counterfeiters often are skilled artists whose talent was temporarily debased to evil uses. The chaplain at the prison agrees in this theory. As we read:



Photograph by courtesy of the Philadelphia *Public Ledger*

"COME UNTO ME": A CONVICT'S CONCEPTION

Here, according to *The Ledger*, we see one prisoner at work upon his huge mural painting in the chapel of the Atlanta Penitentiary. A former opera singer, entrapped by counterfeiters to become their confederate, he discovered his artistic gifts in prison.

> He holds that the artist turned criminal finds time for reflection and regret within the prison walls and feels again the urge to create good and true things with paint and brush. Since repentance plays a large part in his mood, his choice of subject naturally is religious. The result has been a series of canvases, panels and stained-glass windows depicting scenes from the life of Christ—scenes painted by counterfeiters, who frequently chose fellow prisoners to pose as models while they were completing their pictures of the Saviour.

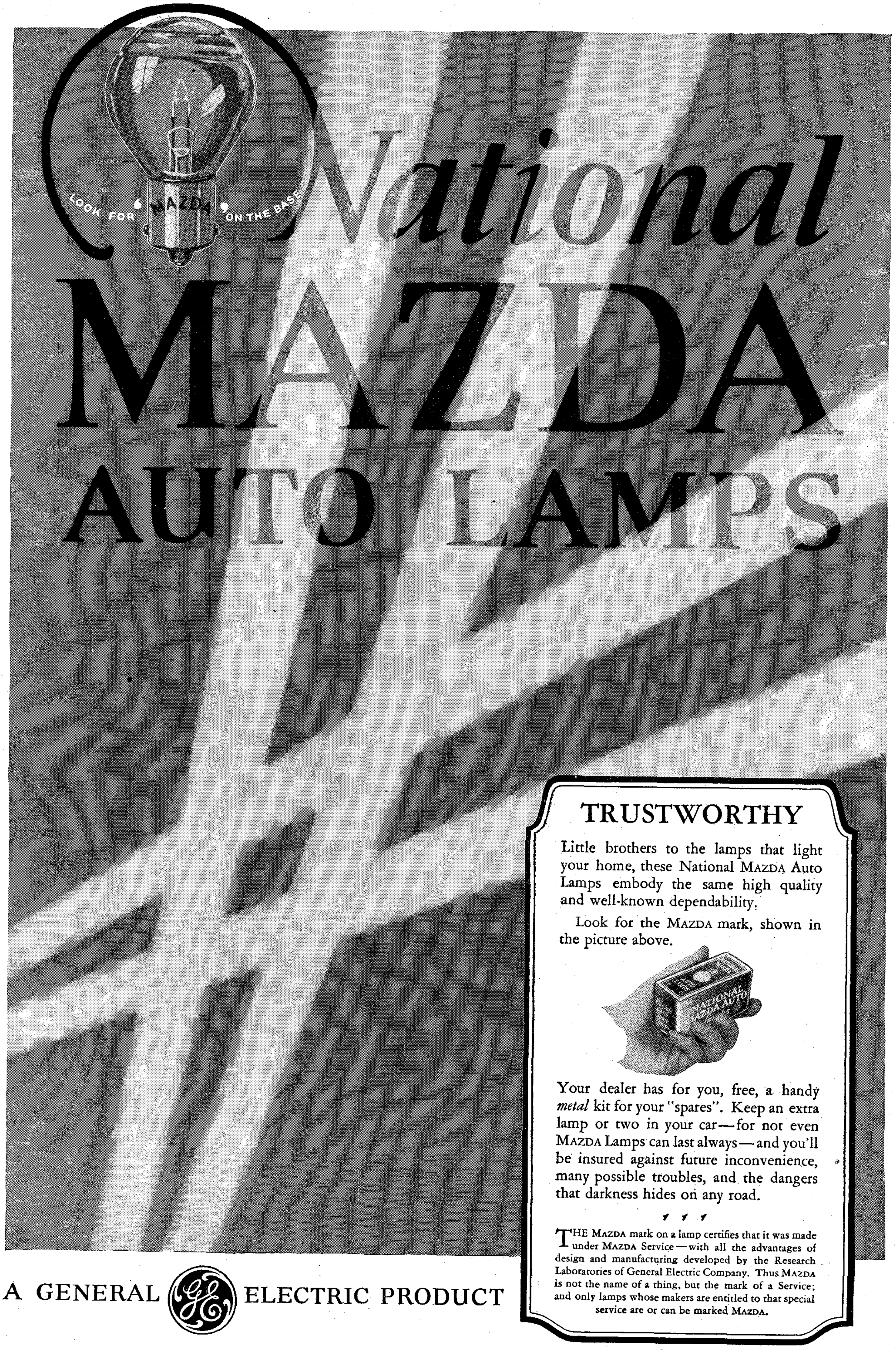
The chapel is on the top floor of the prison, and out through the windows, past the bars, can be caught glimpses of blue sky and trees and rolling hills. The room is very quiet, and the light shines in softly, like a benediction. The *Public Ledger* writer continues:

> Overhead, painted upon the ceiling, appear the Trinity, an almost life-size figure of Jesus, the Holy Ghost represented in the form of a dove, and in the center a bold effort to portray the Deity in definite form. The artist, an Italian who had been convicted of counterfeiting, has portrayed God as a Hebrew patriarch with beard falling upon His breast, and above His head a triangular-shaped halo. Jesus sits on His right, holding a cross, and above His head is the elliptical halo of the early Italian painters.
>
> The painting was completed on June 14, 1918. The artist served a sentence of three years, and during that time he illuminated a number of the stained-glass windows with paintings of religious subjects, and completed a series of fourteen panels depicting the life and crucifixion of Christ.
>
> These panels, each about 18 by 24 inches, are hung at intervals on three walls of the chapel in the following order: "Jesus Is Condemned to Death," "Carries His Cross," "Falls the First Time," "Jesus Meets His Holy Mother," "Simon the Cyrenian Helps Jesus," "Veronica Wipes Jesus' Face," "Jesus Falls the Second Time," "Speaks to the Holy Woman," "Falls for the Third Time," "Jesus Is Stripped," "Jesus Is Nailed to the Cross," "Dies on the Cross," "Jesus Is Taken from the Cross," "Jesus Is Placed in the Sepulcher."

Painted directly upon the wall, however, writes Mr. Perkerson, is the best-known picture in this whole collection of religious art. It is fifteen feet high and eight feet wide, and is said by competent critics to be remarkable for its careful drawing, its true but vivid coloring, and its authentic emotion. "Come Unto Me, All Ye That Are Heavy-Laden, and I Will Give You Rest" is the title that the prison artist chose, and he presents a group in which the principal figure is the Saviour standing upon the rose-strewn steps of a temple, His hand upon the head of the kneeling Magdalene, while before Him are gathered the sick in body and the sick in soul. We read on:

> It was painted by a certain graduate of the University of Moscow, formerly a tenor with the Metropolitan Opera Company—a merry little man whom fate tricked in a wicked manner. The artist, who came of a Russian father and an Italian mother, was born to a heritage of music, and as a youth fresh from the University of Moscow he went to Paris to study voice. Fame seemed to lie ahead of him, and the first promise of success was realized when he achieved minor rôles in the Metropolitan, and sang in productions with Caruso and Chaliapin, both of whom he knew well.
>
> Then, in a way that still leaves him confused, fate overtook the jolly little man with the twinkling black eyes and chubby figure. He himself doesn't know just how he became familiar with a gang of counterfeiters. He knows only that he thought they were good fellows, and had no idea what he was about when he began making a plate for them. Then, suddenly, as the truth dawned on him, he attempted to quit and was forced at pistol point to finish his work. When Secret Service agents captured the tenor just after the others had fled, he told this story, but to no effect.
>
> The interest aroused by his painting stirred the sympathy of the late President Harding, and resulted in the prisoner's parole.

Near the tenor's great picture on the chapel wall hangs a copy of L'Hermitte's "The Supper at Emmaus," signed not only with the name of the prison artist, but also with his number, 13,932. Tho a reproduction, the picture shows creative power. Prison seems to have taken the grossness out of the painters and to have stirred them with a fine passion. The work of No. 13,932 is one more in the series which moves the writer to exclaim upon the strangeness of men who can turn from the making of bogus money to the creation of scenes from the life of Christ.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NATIONAL MAZDA AUTO

National
MAZDA
AUTO LAMPS

TRUSTWORTHY

Little brothers to the lamps that light your home, these National MAZDA Auto Lamps embody the same high quality and well-known dependability.

Look for the MAZDA mark, shown in the picture above.

Your dealer has for you, free, a handy *metal* kit for your "spares". Keep an extra lamp or two in your car—for not even MAZDA Lamps can last always—and you'll be insured against future inconvenience, many possible troubles, and the dangers that darkness hides on any road.

* * *

THE MAZDA mark on a lamp certifies that it was made under MAZDA Service—with all the advantages of design and manufacturing developed by the Research Laboratories of General Electric Company. Thus MAZDA is not the name of a thing, but the mark of a Service; and only lamps whose makers are entitled to that special service are or can be marked MAZDA.

A GENERAL ELECTRIC PRODUCT

AN INVENTOR WHO RIVALS EDISON

LIFE FOR THE HOUSEWIFE is one long, restful romp, compared with what it used to be. At least so the men say, and to prove it they point to the multiplicity of modern inventions and devices for making housework easy. One of the pioneer inventors in this line, we are told, was Ethan I. Dodds, who has since become a close competitor of Edison in the number of his patents. Ethan was six or seven years old, a barefoot village boy in Pennsylvania, when he produced his first invention. He did it to help his dearly loved mother. She was stirring apple butter with a heavy wooden stirrer in a big copper kettle, and she sighed and rubbed her aching arms. So Ethan harnessed an assortment of belts and wheels to his mother's rocking-chair, where she could take her ease and still keep the paddle stirring round and round.

Photograph by courtesy of *Success Magazine*

FATHER OF 1,800 INVENTIONS

"We can not do anything for you, Dodds," said the college president; so the youth quit the academic life and became a great inventor.

History does not record that the rocking-chair device revolutionized the apple-butter industry, but at any rate it started one of our greatest American inventors on his career, according to an article by Herbert Corey in *Success Magazine*, in which he says:

> In twenty-five years Ethan I. Dodds has put 1,800 patents to his credit. That is at the rate of seventy-two a year or one and two-fifths a week or one every fifth day. Yet when he was twenty-one years old, he could not read. He does not read with great ease to-day. Yet, on the other hand, he gets the whole secret of a blue-print at a single glance.
>
> It is not even suggested that he is the most prolific inventor in the world to-day. Thomas A. Edison probably holds that distinction. In any event, Mr. Dodds would not underwrite such a competition. He does not care whether he has more patents to his credit than any other man, and he does not want to hurt any other man's feelings by making the claim.
>
> "What difference does it make?"
>
> He has been for thirty years one of the wheel-horses of American mechanical engineering. He was the right-hand man of George Westinghouse, a giant in industrialism. E. H. Harriman built for him a laboratory alongside his own home at Central Valley, New York, in order that he might be at the call of the financier by day or by night. It was Dodds who made for Harriman the plans for the electrification of the Erie's entrance into New York, a work that was perforce abandoned when Harriman's death withdrew the financial prop from the railroad that Jay Gould had buried under a mountain of debt. "Old Man" Flannery of Pittsburgh, the greatest chain and bolt maker of his day, relied upon him. Dodds proposed to make all-steel sleeping-cars for the Pullman company that should be longer than any other steel car ever built. The technicians protested.
>
> "The cars that Dodds wants to build," they said, "would rumble like an empty boiler rolling down-hill. They would sag in the middle. They would warp and bend."
>
> Robert Lincoln, son of Abraham Lincoln, was then president of the Pullman company.
>
> "We will build them," he said. "Dodds says he can do it, and I know Dodds."
>
> The patents of this extraordinary man are not along sensational lines. Not of the popular sort. They are for the most part every-day, heavy-duty, dinner-bucket and overalls affairs that have to do with such commonplace miracles as locomotive fireboxes and steel sleeping-cars. When you turn on the light in your berth at night, you should thank Ethan I. Dodds for it. Or the oculists should. One of these days the berth will be supplied with fresh, decindered air. More Dodds in this. The miniature stand in the Pullman washroom at which tooth-brushes are dampened is a Dodds. From the toe of the cow-catcher to the red light on the rear end the traces of Dodds's ingenuity may be found.

Mr. Corey confesses that he has pored over the seven large volumes in which the printed sheets of the Dodds patents are bound, and has felt no thrill. He goes on:

> No doubt these things illustrated by dotted lines from A to Z work all right. The titles indicate that the inventions are as practical as a double-bitted ax. There were pages devoted to patented bolts. I went over them rather fast.
>
> "A bolt," I said, "would seem to me to be merely a bolt."
>
> This was very depressing to Mr. Dodds. It seems that a bolt—which is, roughly, a bar of steel with two ends—is a thing of romance. American progress in its modern sense is built on bolts, for it depends on railroads, and railroads depend on locomotives and locomotives depend on bolts.
>
> An interviewer goes through a routine of questions, but the underlying thought is to prime the pump—to get the interviewed talking about himself. Thus I gathered that he was born in 1878, and is married and has four children and lives at Central Valley, New York.
>
> "And of what university are you a graduate, Mr. Dodds?"
>
> He began to grin again. After a moment he explained in his soft, gentle drawl, that he was not a graduate of any university. In fact, he had attended college only one week in his life. At the end of that time—this was in the days when college presidents attended personally to such chores—the head of the little school sent for him and asked him to go away.
>
> "We can not do anything for you, Dodds," said the president. "You are wasting your time—and ours."
>
> The man who has 1,800 patents to his credit, and who has had trouble over only one of them, said the president was quite right. A student of his sort would have been a nuisance.
>
> Then the whole story came. He was the son of the village miller and storekeeper at New Galilee, Pennsylvania. His father owned a small coal-mine, too, in which the several boys of the family worked afternoons and Saturdays. Ethan I. was maybe nine years old, very red-headed and freckled, when he was first sent into the mine to push out the little wagons of coal.
>
> The elder Dodds seems to have been a very advanced parent for his day. He paid his boys for working in the mine, which was not regarded as good economics by his neighbors. Altho the vein only offered eighteen inches headroom and was topped by a bed of dripping clay, the boys became enthusiastic miners. There were wheels and pulleys and belts around the mill, and of course the Dodds boys played with them.
>
> When Ethan was seventeen or eighteen he caught a freight-train for Pittsburgh and made for the Westinghouse works. The next morning he was at work there as blacksmith's helper.
>
> One day George Westinghouse came in the blacksmith's shop, to order something made. He drew a few wiggles on a sheet of paper and the helper understood them. More than that, the helper took a pencil and made a few unrelated strokes on the sheet.
>
> "Like that?" he asked: And it was just what the owner of the plant wanted. Ethan was given an errand boy's place in the drafting room and began to copy designs. Eventually he was promoted to the boss's own drafting room. George Westinghouse sometimes did not see the shops for weeks on end. Then he might get to work before daylight and work all night. One morning he came in at six o'clock to find his protégé, the ex-blacksmith's helper, in possession of the place. In reply to questions, Dodds explained that as it was a bad morning he had been obliged to come early. It was this trifling incident that rearoused Westinghouse's interest.
>
> Ethan began to rise, and his pay was bettered. His sisters had always urged on him the necessity of an education, and he saw that they were right. He hired tutors now to help him to the knowledge he needed, and attended a night school kept by an old German who was often drunk. On such nights Dodds took charge of the school and taught drawing. He could always draw. When Marconi came to Westinghouse with his first models for the transmission of energy without wires, Dodds was assigned to help him.

I'll never forget THAT *NIGHT!*

EVEREADY
FLASHLIGHTS
& BATTERIES
—they last longer

I SHUDDER to think of it now. Six of us in a twelve-foot skiff. A sudden squall. Water coming in faster than we could bail it out. Almost before we knew it, the six of us floundering in the chill waters of Lake Lallapoose.

We clung to the sides of the boat as best we could, yelling for help. In one hand I still gripped my Eveready flashlight. I flashed it frantically, hoping someone on shore would see.

Someone did. In a few minutes (it seemed hours!) a boat pulled alongside. Cold and wet, we were helped aboard. A warming fire and some hot coffee, and we were little the worse for our experience. My Eveready had saved six lives that night, without a doubt.

* * *

Wherever you go, take an Eveready Flashlight with you. It is always a convenience — often a life-saver. You can buy one for as little as $1.25, complete with battery. Keep it loaded with fresh, strong Eveready Batteries — the longest-lasting flashlight batteries made. Eveready Batteries are *dated* —you *know* they're fresh.

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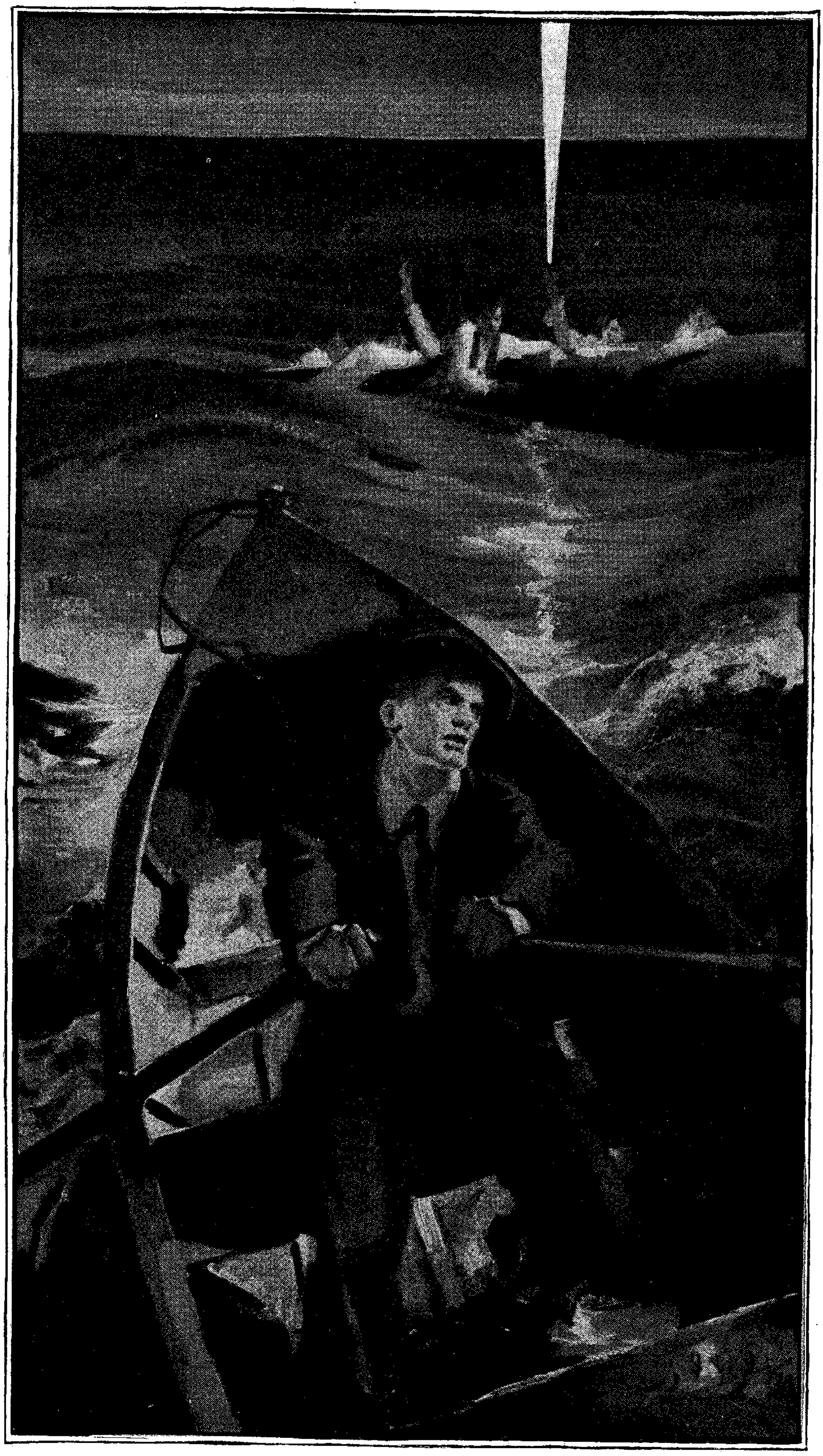
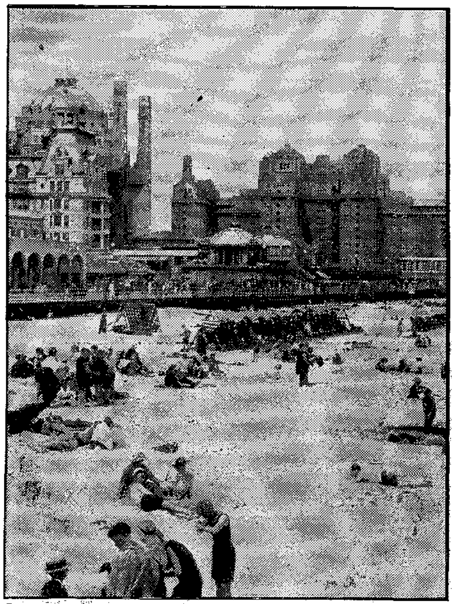


A THOUSAND THINGS MAY HAPPEN IN THE DARK



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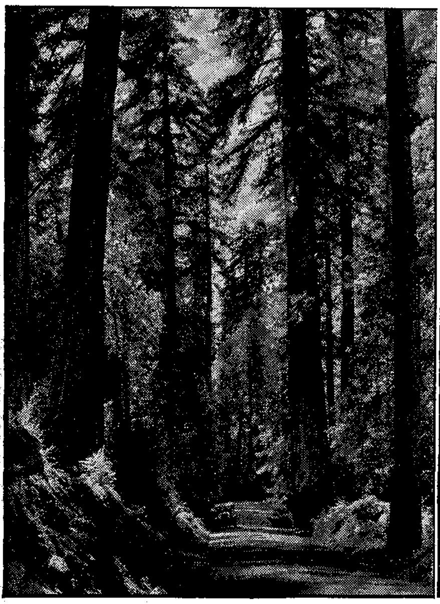
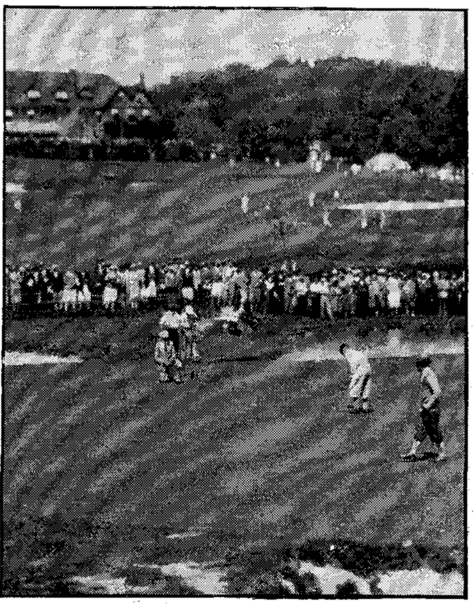
THOUSANDS ANSWER THE CALL OF SALT WATER



Courtesy of The Californians, Inc.

MOTOR HIGHWAYS LEAD TO NATURE'S WONDERS



International Newsreel photograph

A MILLION GOLFERS SEEK THE GREENS

THE REALM OF SUMMER PLAYDAYS

WHERE TO GO IN NEW ENGLAND
PLAYGROUNDS OF THE EMPIRE STATE
NEW JERSEY'S OCEAN BEACHES
GREAT LAKES WONDER CRUISES
CROSS CONTINENT RAIL TRAILS
MINNESOTA'S LAKE LABYRINTH
PARKS FROM GLACIERS TO CACTI
CALIFORNIA—SUMMER PARADISE
IN EVERGREEN PLAYGROUNDS
THE SPELL OF ALASKA
HAWAIIAN TRAVEL TREASURES
CANADA'S VARIED WONDERLANDS
THE WHERE AND HOW OF EUROPE

AS ADVENTURERS AND EXPLORERS of olden times dreamed by day as well as night of new lands and seas in which to roam, so the busy and prosaic toiler in modern industrial and commercial life looks forward each mid-year season toward adventure in the summer playdays. He may return to scenes often visited in the past because he knows there are always new beauties to be found there. He may, on the contrary, prefer each year to discover some new place of sojourn, so that he can experience the romance of moving in territory that has the charm for him of the new and the unknown. But no matter in which direction he travels, whether by motor, railroad or boat, he seeks that realm in which the ruler is no despot, but one whose aim is to ensure the rest and recreation of his subjects. For the guidance of these would-be travelers in the ways they prefer to go, full and exact information is to be had in the paragraphs that follow.

Courtesy of the C. M. & St. P. Railroad

OFF FOR SCENIC WONDERS

WHERE TO GO IN NEW ENGLAND

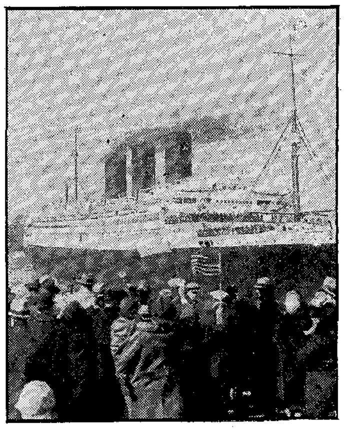
Something in the very name New England conjures in imagination dramatic scenes of the country's founding. We picture the *Mayflower* sailing into Plymouth Harbor, we hear the drums of Concord and Lexington. Ocean shore, river, lake, and mountain are here at their romantic best. Before us rise the Litchfield Hills and stretch the sands of Cape Cod; there are the countless islands off the coast of Maine. Winnepesaukee's waters sparkle in the sun. Mount Washington and Mount Mansfield tower against distant horizons. Here indeed is a playground mellowed by age, yet perennially fresh and inviting.

If New England then is our vacation choice, selection must be made between seashore, mountains, and lakes. In the following brief survey we take the reader over these notable regions.

CRUISING ALONG THE DOWN EAST COAST

To glimpse the long series of waterside summering places bordering New England's coast over its extent of more than 2,000 miles (if indentations are included) we may take a figurative cruise from Greenwich, in southern Connecticut, to Quoddy Head, marking Maine's far-eastern border.

Passing up Long Island Sound semi-suburban towns are seen lining the Connecticut shore, including Greenwich, Sound Beach, Stamford, Noroton, Darien, Saugatuck. East of Bridgeport with its Waterside park, the Housatonic brings the waters of the Berkshire Hills to join those of the Sound. New Haven, "the city of elms" and Yale, has a deep harbor, and then beyond follow a series of trim towns including Branford, Pine Orchard,



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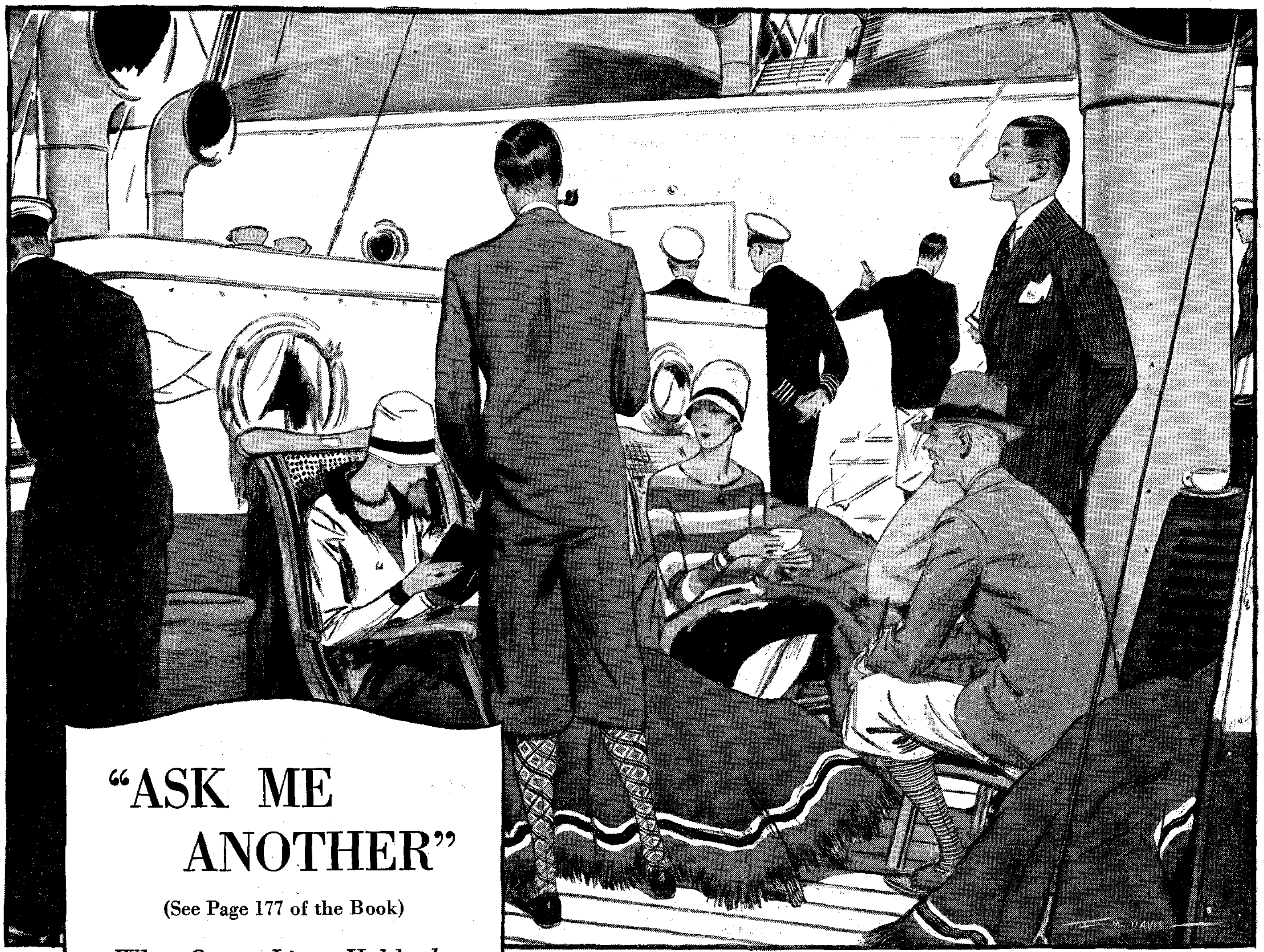
BON VOYAGE TO EUROPE



“ASK ME ANOTHER”

(See Page 177 of the Book)

What Ocean Liner Holds the Speed Record for a Trip Across the Atlantic?

“The MAURETANIA . . . in 4 Days, 10 Hours, and 41 Minutes.”

FURTHER QUESTIONS AND ANSWERS FOR THE SEA-GOING SMART SET.

In the middle of the Atlantic how can you satisfy a craving for fresh brook trout from Paris, or fresh English strawberries and Devonshire cream?

By taking the precaution to book on the MAURETANIA.

Where will you find Burke’s Peerage and the Social Register promenading over the bounding deep?

On the MAURETANIA.

Why do the travel-wise among the really smart invariably cross on the MAURETANIA?

Because she has quite that correct London atmosphere . . . Her food is delectable . . . . Her luxurious staterooms have beds and private baths . . . Her service is perfect.

What ship will land me quickest in France, and Paris?

The MAURETANIA sailing for France and England on June 15th, July 6th, July 27th, August 17th.

CUNARD LINE

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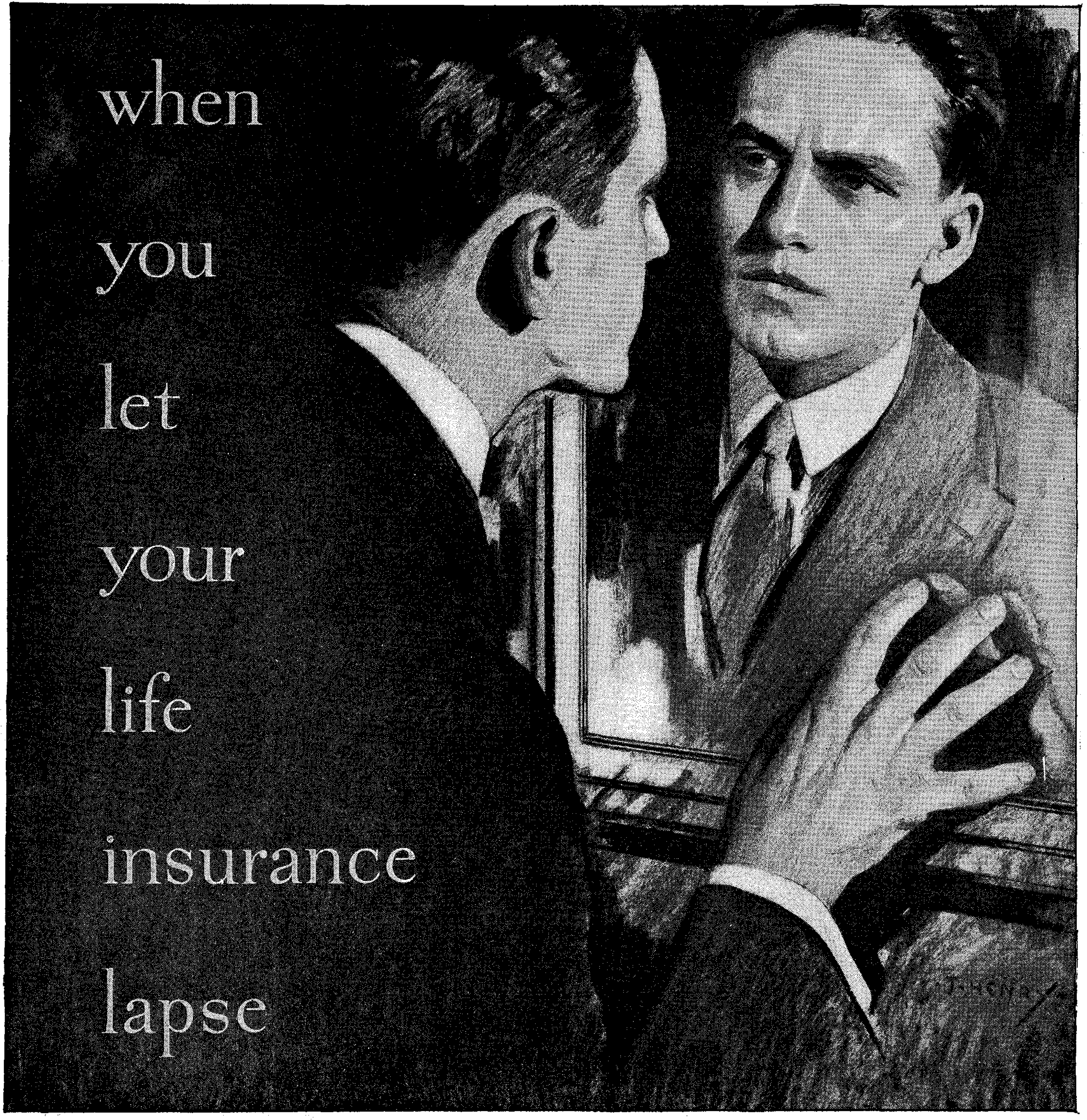
YOU are the one you are unfair to


when
you
let
your
life
insurance
lapse

Those who suffer are your dependents

THE PRUDENTIAL
HAS THE
STRENGTH OF
GIBRALTAR

THE PRUDENTIAL INSURANCE COMPANY *of* AMERICA
EDWARD D. DUFFIELD, *President* © HOME OFFICE, *Newark, N.J.*

THE REALM OF SUMMER PLAYDAYS—*Cont'd from page 42*

and Westbrook. Cornfield Point Light comes abreast, then the mouth of the Connecticut River. Here are Saybrook and the Lymes with the very essence of Colonial New England in their old homes and shaded streets. With Fishers Island and its Light to starboard another river joins the Sound, and we are reminded that beyond the city of New London with its ancient Fort Griswold lies the famous course of the Yale-Harvard boat-races on the Thames.

Little Rhode Island now shows her front door toward the sea. Altho the smallest of our States she is big in recreation importance. To the visitor just entering the State Watch Hill rises to proclaim her advantages and under the South Light of Mohegan Bluffs a white sandy beach and part of a fine golf course present an animated picture. Seaward is Block Island of fishing fame. East of Point Judith lies the Narragansett Bay country. Here after passing the Brenton Reef Lightship we may explore one of the coast's most picturesque harbors. Two world-famous resorts and residential colonies face its opposite shores. On one side Narragansett Pier celebrates the summer season with a round of pastimes including polo, golf, bathing, and tennis. The Country Club's Casino is headquarters. Opposite it is Newport with its villa colony on "The Neck," its famous Cliff promenade, and its mile-long beach, for generations one of our summer capitals of wealth.

Continuing our cruise and entering New Bedford Harbor the ghosts of old whalers laden with rich cargoes of oil follow us toward their favorite port, bows foaming, stuns'ls drawing full. Added to these ancient seafaring associations, New Bedford has become the tourist's transfer point for the Martha's Vineyard-Nantucket steamers. Everything on these islands breathes the spirit of the sea and attracts those who prefer restful surroundings at an ocean playground. Fishing, yachting, bathing, and tennis are available. There are also four golf courses at Martha's Vineyard, and three at Nantucket.

Leaving New Bedford the waters of Buzzards Bay stretch inland, Pocasset, Falmouth, and Woods Hole being centers of this fisherman's paradise. Passing the swift tide-waters of Woods Hole we are in Nantucket Sound opposite the Cape Cod country. "Cape Cod," wrote Thoreau, "is the bared and bended arm of Massachusetts; the shoulder is at Buzzards Bay; the elbow at Cape Mallebarre; the wrist at Truro, and the sandy fist at Provincetown—behind which the State stands on her guard."

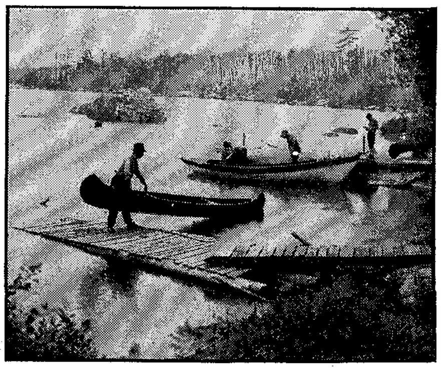
The people and environment of this elbow of Massachusetts are distinctive, different. They have given to literature and to art many subjects. They provide one of our oldest regions for rest and recreation. From the Falmouth Bluffs to Chatham's twin lights, on to Truro and around the Cape itself past the Pilgrim Monument at Provincetown and the nearly 200-feet-high shaft of Cape Cod Light, to Yarmouth and Sagamore, quaint communities invite the vacationist.

About opposite Cape Cod on the mainland is the historic shrine of Plymouth. Stand at the base of the majestic tower rising from the summit of Captain's Hill across Kingston Bay, erected in memory of Capt. Myles Standish, and the entire panorama of the Pilgrim Fathers region is spread out at one's feet. Ramble through Plymouth itself and scenes of her early settlement recall the days of 1620.

Northward, opposite Massachusetts Bay, stands Boston Light, and landward the golden dome of the Capitol gleams in the distance. Boston itself, the theater of so many momentous events in our country's founding, is a city of tourist attraction, an important clearing-house of New England travel. Leaving it a parklike series of towns is passed, including Nahant, Swampscott, Marblehead, Salem, the Puritan city of witchcraft fame and the birthplace of Nathaniel Hawthorne, aristocratic Beverly, Magnolia, and Gloucester, favorite summer resort and headquarters of fishing-fleets. Opposite Thatcher Island rise the Cape Ann North and South Lights and here are seen the Cape Ann Peninsula towns. Then Newburyport comes into view at the mouth of the Merrimac.

New Hampshire's sea front is not extensive, but the State is proud of Portsmouth's broad, deep harbor where was built the first battle-ship to fly the American flag, John Paul Jones's *Ranger*. Before entering the harbor we have passed Hampton, Rye, and other beaches, and seen to seaward opposite Rye the Isles of Shoals, redolent of their salty surroundings.

All the way delightful seashore regions have been encountered, but their culmination leads us eagerly on to the bay-indented, island-bordered, mountain-walled coast of the "Pine Tree State."



Courtesy State of Maine Associates

MAINE'S LAKES PROVIDE A CANOEIST'S PARADISE

Statistics, usually dry, are in this case aids to the imagination in picturing this veritable fairyland. As the airplane flies, Maine's coast-line measures 278 miles, yet her entire salt-water border, including indentations and islands, covers a total length of 2,468 miles, or almost one-half of the total line of the Atlantic Coast in the United States. There are a hundred harbors, about one thousand islands, many rivers inviting cruises inland.

Our cruise along Maine begins at Kittery Point, behind which is Kittery itself on the Piscataqua River, its ancient blockhouse dating to 1690 and some of its fine old houses antedating this historic structure.

From Kittery to Cape Elizabeth and Portland stretch a succession of broad, gradually shelving beaches, including the safest bathing waters of the coast. We see thousands enjoying these recreation delights at York Beach, Kennebunk Beach, Biddeford Pool and, the queen of them all, Old Orchard, whose great sandy belt is 300 feet wide.

And now, passing the Portland Lightship, and Halfway Rock Light, we enter a deep harbor and arrive at "Portland, the Sunrise Gateway of America," as Ethel Hueston terms it in her "Coasting Down East." "A fragrant conglomeration of things past and present, old and new, luxuriant and quaint, the pivotal point of the summer vacation land of the pine-covered hills and rock-bound coast, is situated on a jutting peninsula which cuts deeply into the blue waters of Casco Bay." At Portland we must go ashore to see the Longfellow house and other interesting places, and then resume our way through the islands of Casco Bay to Penobscot Bay, another distinctive stretch of coast. There are sandy beaches, it is true, but the shore-line grows more rugged, with some hint of the mountains beyond. With Casco Bay begin also innumerable islands.

At the confluence of Maine's Kennebec and Androscoggin rivers stands Bath, her shipyards famous since she built the *Virginia*, said to be the first vessel to be constructed in America.

Continuing from Bath, the intricate archipelago and inlets of Boothbay Harbor unfold, and eighteen miles off-shore rises the shaft of Monhegan Island Light on Monhegan Island, discovered by Capt. John Smith. We are hardly clear of Boothbay when the Pemaquids are abreast, the Point, Beach, Harbor all forming popular resorts.

Owls Head finally looms up and the course turns westward into Rockland Harbor to Rockland, a distributing point for the Penobscot River and Bay and Mt. Desert Island travel.

Penobscot Bay with its blue waters and its myriad islands presents a series of exquisite marine pictures, and few waterways are more picturesque than the Penobscot River, which is entered beyond Camden, yachtsmen's headquarters, and Belfast, navigation being possible for about sixty miles to Bangor.

Beyond the Penobscot region mountains beckon us to "The Isle of Enchantment," Mt. Desert Island, and here we must put in at Frenchmen's Bay to see Bar Harbor, summer resort *de luxe* of the New England coast for two generations, and the natural wonders and beauties of Lafayette National Park, with twelve square miles of peaks, lakes, paths, etc. Mt. Desert's colorful history includes discovery by Champlain and Sieur de Monts and possession in turn by France, England, and the United States.

East of Bar Harbor the labyrinth of islands and indentations continues to Machias Bay region until we have reached the huge dark rocky pile of Quoddy Head, its one-hundred-foot beacon marking the extreme eastern end of the United States Atlantic coast-line. Grand Manan Island rises off-shore and then up Quoddy's Roads is the terminus of our cruise at Eastport.

LITTLE GLIMPSES OF UPLAND NEW ENGLAND

We have sketched briefly some of New England's coast attractions. The interior regions now invite attention. These include the hills, mountains, lakes, and rivers so firmly established in the favor of tourists, sportsmen, and country dwellers. Excellent motor highways, railways, inland water lines and motor-coaches provide access to the New England country. First let us review briefly mountain and hill resorts of the six states.

In western Connecticut between the valleys of the Naugatuck and Housatonic rivers the Litchfield hills with their numerous waterways invite many summer visitors. In the center of this hill country is Litchfield itself and near its historic green stand some of the finest colonial types of old houses in America, dating back to the seventeen hundreds. Northward is hill-top Norfolk, center of wealth and fashion, the scene of famous music festivals.

Crossing the state line between Connecticut and Massachusetts we enter by the fertile Housatonic Valley, the picturesque Berkshire Hills country, long a favorite with discriminative country-home owners. Great Barrington, the Stockbridges, and Lenox, their streets shaded by century-old trees, typify the most admirable qualities of New England towns.

Elevations continue northward beyond the Berkshires with the Taconics and Hoosaic Mountains, the latter crossed by the scenic Mohawk Trail motor highway.

Then begins the long chain of Vermont's Green Mountains, its backbone extending to the Canadian border. Mount Mansfield dominates some thousand forested peaks. In the intervening valleys and along both slopes are found many of Vermont's delightful playgrounds, extending from Manchester to Plymouth, birthplace of President Coolidge. Over the Green Mountain

(*Continued on page 48*)

The glory of green valleys, the splendor

THE rolling uplands of a continental plateau have always held a charm that grips the imagination of men. There is a special quality in the splendor of Montana's plains where a man, riding in buffalo grass, may lift up his eyes to the clean hills from which life-giving waters flow.

The thunder of great rivers carving their channels through the rich soil of prairie and bench land, wine-clear atmosphere that sets the blood tingling, lofty canopy of blue sky, green of spring wheat and gold of the harvest, great herds of white-faced Herefords moving down to water, flowing flocks of sheep upon the hillsides, the sparkle of modern towns born in the Twentieth Century—such things contribute to the fascination of this glorious region where there is still elbow room, and a man can grow!

Montana, containing within its borders a greater number of national parks than any other state, possesses in addition tremendous agricultural and industrial resources and potentialities. The great industrial region centers in the mineral-rich mountains. Agricultural Montana sweeps out upon the plains and up the sheltered valleys.

LOCATION: Midway between eastern and western markets, which absorb all Montana can produce. Three-fifths of area lies east of the Rockies; two-fifths west. Altitude less than 2000 feet in the east, sloping up to over 10,000 feet.

CLIMATE: Montana covers a vast and varied region, and localized reports of temperatures are misleading. With an altitude lower by several thousand feet than the average of the Rocky Mountain States, its climate is considerably milder. Cattle range in the open all year round. Snow coverage is the same as New York. The atmosphere is dry, sunny, bracing. There are more open days for farming in Montana than in most agricultural states.

CROPS: With scarcely a third of its agricultural land developed, Montana ranks second in the United States in spring wheat production. First over a period of sixteen years in the average yield per acre of oats, hay, potatoes; second in winter wheat and spring wheat; third in barley and rye; seventh in flax; and already *eleventh in corn.*

LIVESTOCK: Cattle for market sell annually for over $19,000,000; sheep, $14,500,000.

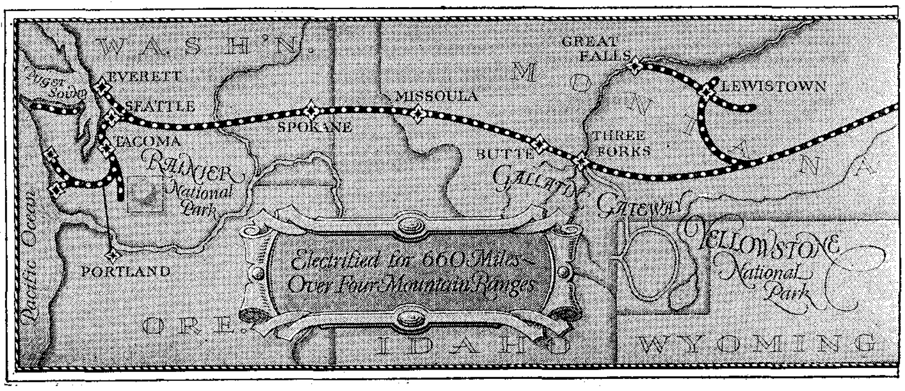
DAIRYING: Diversification is rapidly following the production of corn. Dairy products, poultry, honey produce annually about $18,000,000.

Pioneer of the twentieth century

Like Rhodesia—the upland province of South Africa to which Cecil Rhodes drew the cream of the British Empire in order to dominate a vast nation in the making—Montana looks down from its fertile terraces and treasure mountains out upon the United States. Vast and prodigal, it does not yet know its own strength, though destiny has obviously marked it as the storehouse of all the great Northwest. Beautiful, rich, young, it is hard to believe this magnificent region is still pioneer country and that living men remember the the war cries of the Sioux.

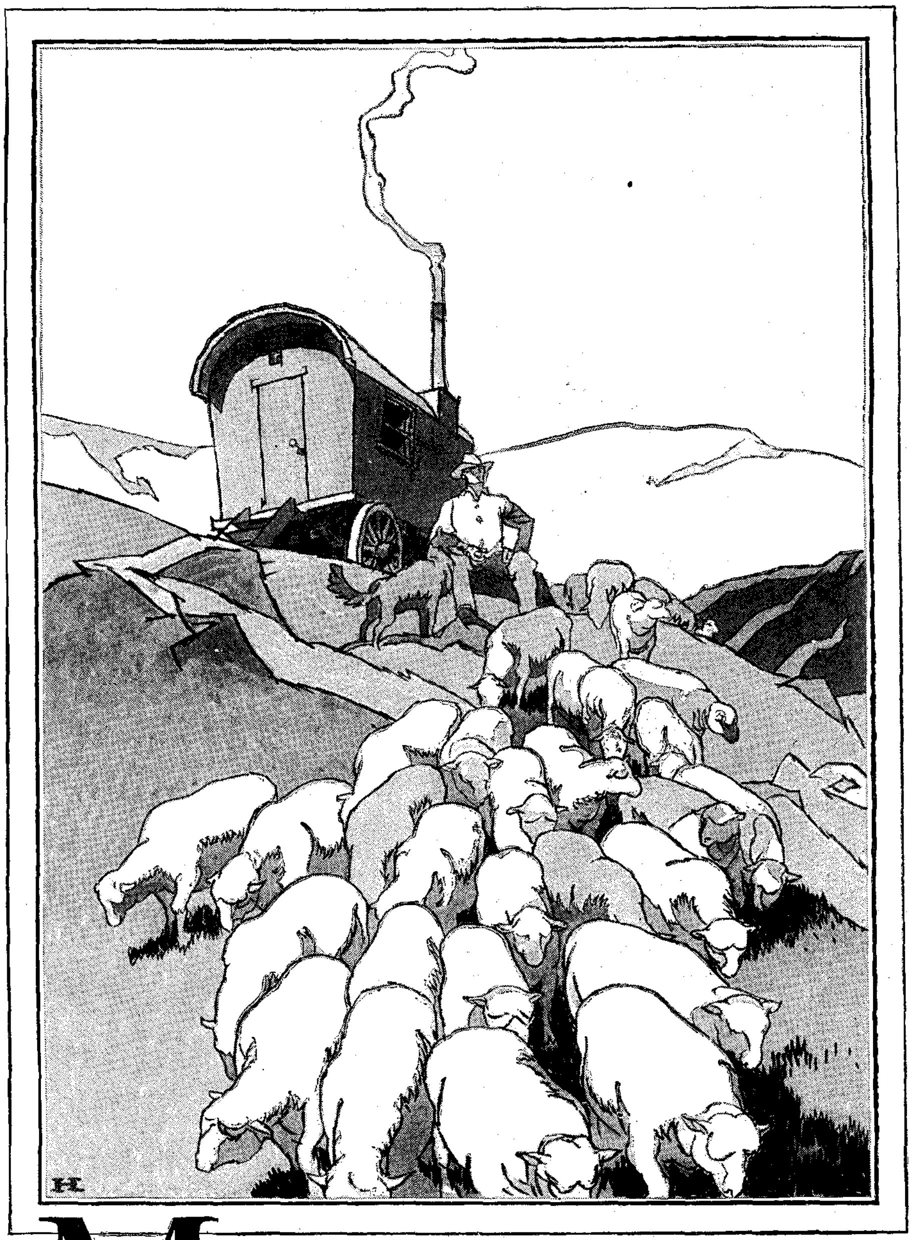
SHORTEST AND MOST MODERN
ROUTE TO THE
PACIFIC AND FAR EAST

The



The recognized route between Chicago, Milwaukee and Twin Cities,

of fertile plains—MONTANA!



The railroad brings Montana near

UNTIL quite recent times the lack of adequate transport facilities raised a very great obstacle to the development of Montana. Rich in all resources necessary for the growth of a commonwealth of the first class, it suffered from remoteness. That obstacle has been leveled!

The main trunk line of the Chicago, Milwaukee & St. Paul runs from end to end of southern Montana, with branch lines and feeders reaching north and south into the most productive districts —agriculturally and industrially.

The Milwaukee Road serves a vast region of which Montana is an integral part. Over 11,000 miles long, it runs from Chicago to Kansas City, Omaha, Des Moines, Sioux City; to Milwaukee and the upper Michigan Peninsula; to Twin Cities and Duluth; and westward to the Black Hills; to Butte, Spokane, Seattle, Tacoma, Olympics and the Pacific.

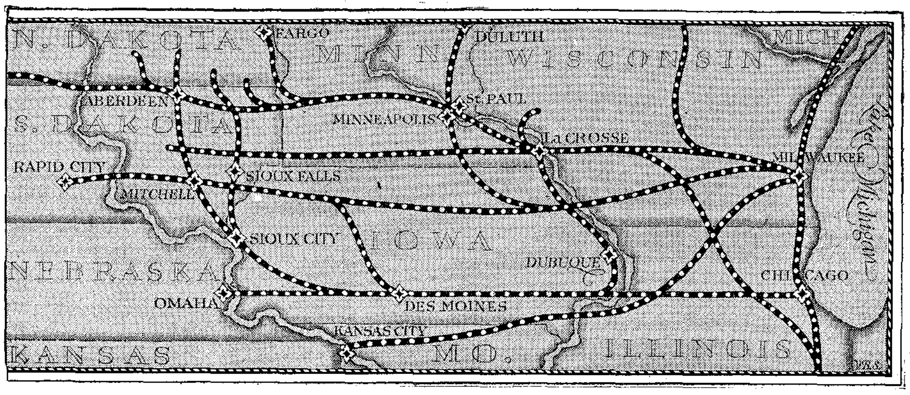
Six hundred and sixty miles of the line from Harlowton, Montana, to shipside on Puget Sound, *are electrified.*

The latest scientific development in railroading is the use of roller bearings. This revolutionizing equipment on passenger cars is being used *for the first time on any railroad* by the Milwaukee. It results in a tremendous increase in efficiency and comfort.

Where East meets West

Take the trip to the Coast by the *Olympian* or *Columbian* if you wish to enjoy a startling and thrilling experience. On these world-famous limiteds you may travel through the most diversified and beautiful scenery in America, from the calm lovely reaches of the upper Mississippi to the towering heights of Rainier National Park and the glories of Puget Sound. The shortest route to the Sea and the nearest point to the Far East!

MILWAUKEE ROAD



Kansas City, Omaha, Des Moines, Sioux City, Butte, Spokane, Seattle, Tacoma

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THE REALM OF SUMMER PLAYDAYS—*Cont'd from page 45*

backbone has been blazed "The Long Trail," one of America's famous hiking routes.

The White Mountains of New Hampshire rank with the Virginia Springs among our oldest resorts. For almost a century they have been the objective of travelers by stagecoach, and now by motor and Pullman. Time and population do not detract from their pristine charm. They cover an area of 1,000 square miles, Mt. Washington, with an altitude of 6,293 feet, being the mountain monarch of New England. More than 400,000 acres, including their highest summits, have been protected by the Government in the White Mountain National Forest. Between the heights are deep valleys, in the White Mountains called notches. Franconia Notch is noted for its Profile Rock, the Flume and Lost River. The Crawford Notch is the narrowest, mountain walls towering closely on either side. Dixville Notch has exquisite Lake Gloriette and cool sylvan depths.

Gateways open to the mountains from all points of the compass. On the southwest the approach is from Woodstock; on the southeast from Conway, North Conway, Intervale, and Jackson; on the east from Gorham and Jefferson; on the north from Colebrook; and on the west motor routes from St. Johnsbury. Nearly all these gateways lead to White Mountain crossroads at Bethlehem and Maplewood between the Franconia and Crawford Notches. Mountain trails are laid out by the Appalachian Mountain Club. Golf and motoring are leading forms of recreation.

Over the mountains of Maine rises Mt. Kathadin, more than 5,000 feet above the sea. This sentinel of northern New England overlooks many other Maine elevations, including the ranges bordering Moosehead Lake and other regions.

THE CALL OF INLAND WATERWAYS

New England lakes, rivers, and streams are famed for their beauty and vacation attractions. Among these waterways the lakes alone number thousands.

Nestling among the Connecticut hills are innumerable lakelets and larger bodies of fresh water, including Bantam, near Litchfield; Waremaug, and its western neighbor; Wononscopomuc, at Lakeville; and the Twin Lakes between Salisbury and Canaan. The valleys of the Connecticut, Shepaug, Housatonic, Naugatuck and other rivers of Connecticut are noted for their charm.

No part of Vermont is far distant from a lake. Indeed, within her borders there are more than 400 lakes. Her western boundary for one hundred miles and over faces Lake Champlain, the northern archipelago of which, with a background of the Green Mountains, is of inspiring natural beauty. Among other crystal waters of the Green Mountain State are Lake Bomoseen, Lake Carmi, Lake Dunmore, Lake Hortonia, Memphremagog, Willoughby; swift rivers including the Missisquoi, Winooski and scores of mountain streams.

New Hampshire's notable lake resorts are those within the general region of the White Mountains. Winnipesaukee, with seventy-one square miles and many islands, its waters commanding continuous mountain panoramas, is New Hampshire's largest lake. Sunapee lying southward of the White Mountains, the State's second largest lake, is frequented by many summer visitors.

The State of Maine is dotted with lakes, the total number being 2,500.

Sebago Lake, with eighty square miles of crystal water, is only seventeen miles from Portland and is connected with the twisting Songo River.

East of the Sebago country in Oxford County, near the town of Poland, is **Poland** Spring, famed for its waters, picturesque surroundings and select patronage.

Known to all fishing enthusiasts the six Rangeley Lakes are the summer objective of sportsmen and vacationists. The canoe and rod rule supreme on these captivating waters. South Rangeley, or Oquossac, is a rail gateway.

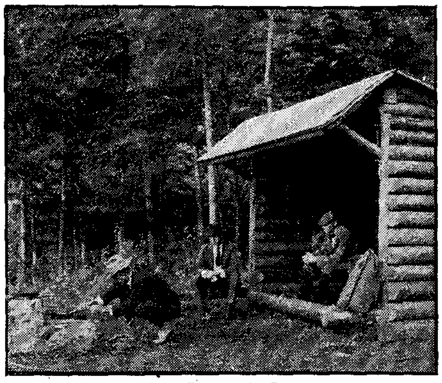
This latter place is also the approach to Kennebago, region of many waterways. The Dead River and connecting waters form an approach to Moosehead, Maine's biggest lake. Fishing and other water sports find their headquarters at Mt. Kineo. To those who delight in islands and forest-clad shores this body of fresh water is a paradise.

South of Dead River and Moosehead lie the Belgrade chain, having Belgrade for gateway.

Upper Kennebec Lakes are sought by veteran sportsmen for their fishing and hunting possibilities, while the Washington County lakes, streams and St. Croix River provide unequaled canoe trips.

NEW ENGLAND ROUTES

"New England has a railroad mileage greater in proportion to its population and area than any other section of the United States. Indeed it is greater than that of any European country," says Lyman P. Powell, in "Historic Towns of New England" (Putnam's).



Courtesy of the N. Y. State Conservation Dept.

A Free Shelter in a New York State Park

Southern New England has the network of the New Haven system. The Boston and Albany division of the New York Central Railroad bisects Massachusetts. Central and Northern New England have the Boston and Maine; the Maine Central; Bangor and Aroostook; Central Vermont; Rutland; Canadian National; and Canadian Pacific. In no other part of the country has the use of the railway motor-car become so general as by the three major systems, the New Haven, Boston & Maine and Maine Central, while auxiliary highway motor-coach service is being extensively introduced by the New Haven.

Coastwise steamship service covers all important ports between New York, Eastport and beyond, as shown by the following table:

NEW ENGLAND COAST STEAMSHIP ROUTES

Routes	*Lines*
New York to Hartford, including Connecticut River landings	Hartford and New York Transportation Co.
New York and New Bedford	New England S. S. Co.
New Bedford, Martha's Vineyard, Nantucket	New England S. S. Co.
New York to Providence	Colonial Line
New York to Providence	Bay State Line
New York to New London	New England S. S. Co.
New York to Fall River; to Boston and other points via rail connection; calling at Newport	New England S. S. Co.
New York to Boston. Direct all-water route via Cape Cod Canal	Eastern Steamship Lines
New York to Portland. Direct	Eastern Steamship Lines
Boston to Portland	Eastern Steamship Lines
Boston to Bangor, calling at Rockland, Camden, Belfast, Bucksport, Winterport	Eastern Steamship Lines
Portland to Boothbay Harbor	Eastern Steamship Lines
Rockland to Bar Harbor, calling at North Haven, Stonington, Southwest Harbor, Northeast Harbor, Seal Harbor	Eastern Steamship Lines
Rockland to Blue Hill, calling at Dark Harbor, Eggemoggin, South Brooksville, Sargentville, Deer Isle, Brooklin, South Blue Hill	Eastern Steamship Lines
Boston to St. John, calling at Eastport and Lubec, Me.	Eastern Steamship Lines

PLAYGROUNDS OF THE EMPIRE STA

Within the domain of the Empire Sta are to be found summer playgrounds great diversity. From Montauk Ligh the Thousand Islands, from Taconic St Park on the western slopes of the Ber shires to the Finger Lakes and Niaga every preference may be satisfied. Sea shore and mountain, lake and river temp the vacationist. Natural attractions an historical shrines are State protected.

New York has a larger area of Sta parks than any other State in the cour and the recreational facilities of t parks are practically unlimited.

RECREATION ON LONG ISLAND

Few States have regions comparable t Long Island in size, and at the same time s rich in residential advantages and recrea tional attractions. New York City itse is a popular summer resort with visitor from all parts of the country, and at it very threshold is this insular playground Long Island's indented coastline, girt b salt water, has a length of almost 300 mile the greater part fringed with white sa beaches. Either facing its shores, occupying the interior, are famous g courses, estates, farm-lands, dunes an forested hills. Rod and gun, sailboat an motorboat, golf stick and bathing-sui motor-car and airplane are favorite par phernalia for summer in Long Island.

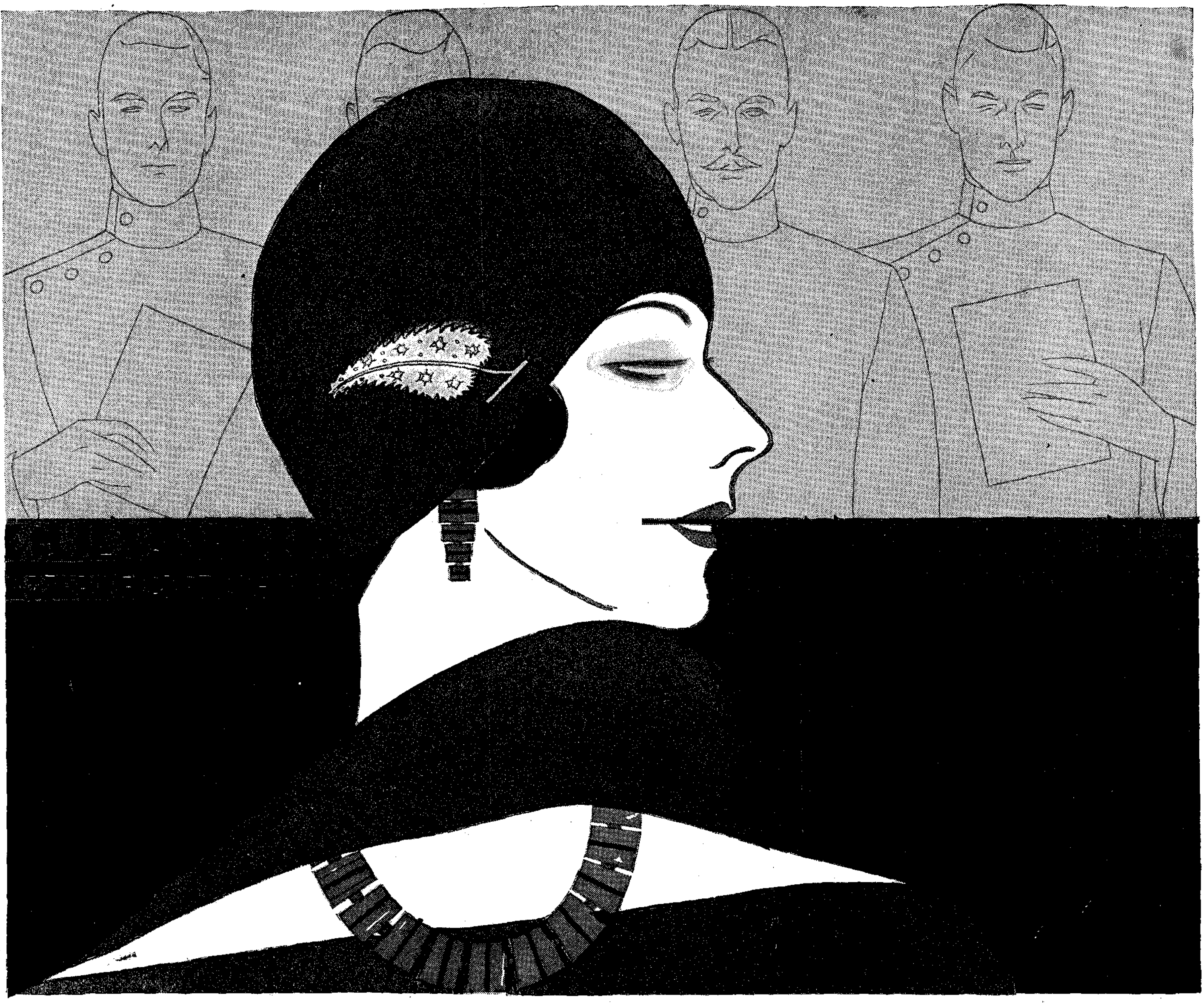
New York, the principal gateway, m be likened to a great traffic funnel. I its mouth enter all rail systems (with co nections) converging here. Its apex is t Pennsylvania Station, its tube the L Island Railroad, receiving a huge volum of summer traffic for all island point Various sources contribute to this trav tide. Here are passengers beginning the trips in New York; travelers transferri from the Pennsylvania and other system and those who occupy the through Pullman cars of the Pennsylvania Railroad runnin during the summer months from Pittsburg Washington, Baltimore, and Philadelp direct to important Long Island stati Long Island Railroad trains pass un New York and the East River by tunn thence they are distributed to lines reac ing the three geographical divisions the Island, South Shore, Central a North Shore. Over four East River brid also flows motor traffic to the netwo of excellent highways intersecting a points.

South Shore playgrounds extend from cosmopolitan Coney Island and the Rockaways to the exclusive Hamptons. Almost the entire sweep of this coast has a double shore-line formed by landlocked bay separated from the ocean by islands sandbars. From Amityville to Smit Point the Great South Bay alone stretch about thirty miles. Beyond it Moriche and Shinnecock Bays continue the inner waters. Along their shores are miles of still-water bathing beaches while surf-bathing is available on the ocean side of Oak Island, Fire Island, and Great South Beach.

From Canoe Place, once an Indian rendezvous, to fashionable Southampton stretch the Shinnecock Hills, reminiscent of Scotland. Here are the famous National Golf Links of America and the Shinnecock Hill Golf Club, one of the first courses established in this country. History recalls East Hampton as the birthplace of John Howard Payne, author of "Home, Sweet Home."

Tall shafts by day with gleaming beams by night guide the transatlantic liners off the South Shore, including Montauk, Shinnecock and Fire Island Lights.

Toward its eastern end the Island is cleft in two by Gardiners, Little Peconic, and Great Peconic Bays dotted in summer with sail and motor craft. At the extreme east is Montauk Point, at the tip of which rises the tall shaft of Montauk Light with nothing between it and Europe but the broad Atlantic. Here rise from the sea dunes upon which the ocean ceaselessly breaks.



DENTISTS SAY THIS TO BEAUTIFUL WOMEN

"You must protect your charm from the acids which attack The Danger Line"

NOT only are white teeth and firm, pink gums vital to charm and beauty, but physical well-being often depends upon their soundness.

With the vital fascination of good health depending on them, it is fundamental that you must guard your teeth and gums. But how are you to know which is the most effective method of protecting yourself?

E. R. Squibb & Sons asked the dental profession of America to settle the problem. An investigation was started. 50,000 dentists were asked to state as briefly as possible what constituted the greatest threat to teeth and gums, and what was the best means of combating it. The answers received were amazing in their simplicity and forcefulness.

Beauty, charm, health . . . they are all too precious to risk lightly. This advice from professional men will clear away all doubt as to what constitutes proper oral hygiene:

95% *of the answers agree that mouth acids are the most frequent cause of tooth decay and irritated gums.*

95% *of the answers state that the most treacherous decay and gum infection occur at the place known as The Danger Line, where teeth and gums meet—where a tooth-brush cannot reach.*

85% *state that Milk of Magnesia is the best product to neutralize these dangerous acids.*

Squibb's Dental Cream contains more than 50% of Squibb's Milk of Magnesia in the most convenient and effective form to help ward off the danger of acids attacking your teeth and gums. Each time you use it, tiny particles of the Milk of Magnesia are forced into every pit and crevice where acids can form. There they not only neutralize the acids already present, but remain for a considerable time, to neutralize any new acid that may be formed.

Squibb's Dental Cream combines all the ingredients necessary in a dentifrice. It is a thorough cleanser—leaves the teeth beautifully white—relieves sensitive teeth and soothes sore gums—contains no harsh grit.

Protect your health and beauty. Follow the advice of these authorities. Consult your dentist at least once every six months, and meanwhile use Squibb's Dental Cream. At all druggists—40c a tube.

E. R. Squibb & Sons, New York—*Chemists to the Medical Profession since 1858.* © 1927

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What! None of these? Then, surely, you haven't even begun to live. Time to think about going 'round the world. Time to consider not only itineraries, but the size and the service of the ship, the experience of the organization behind the cruise.

Send for our free booklet which tells you about seeing the world "the Belgenland way."

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THE REALM OF SUMMER PLAYDAYS—*Continued*

The old Long Island is again disclosed as we cross from Bridgehampton to Sag Harbor for this port was once thronged with whalers. Sag Harbor, Greenport and Riverhead are gateways to the Peconics and other Eastern Long Island bays and islands.

Along the North Shore stretch hills and forests with bays penetrating intervening valleys. From its heights panoramic views of Long Island Sound and the distant Connecticut shore are visible. At night from various promontories gleam guiding lights to the Sound fleets, including Plum Gut, Horton's Point, Old Field Point, Eaton's Neck, and Sands Point. Following the North Shore from Greenport west there finally begin at Wading River a succession of residential communities, among them Port Jefferson, Northport, Huntington, Cold Spring Harbor, Oyster Bay, Locust Valley, Glen Cove, Port Washington, Manhasset and Great Neck.

In Central Long Island beyond the modern well-groomed suburban communities and estates are farm-lands and quaint old towns whose existence dates back to Colonial days. Long Island State Park areas which are being constantly increased already include a total of more than 7,700 acres.

THE HUDSON AND ITS HINDERLAND

Northward from the sky-scrapers and apartments of Manhattan extends the water pathway to New York's inland summer playgrounds. In itself enriched by history, romance, and scenic beauty, the river of Henry Hudson, Robert Fulton, and Washington Irving is also flanked on either side by mountain and hill regions of natural charm.

Opposite the metropolis itself begins the Palisades Interstate Park with its scenic Henry Hudson Drive clinging to the precipitous face of the rocks.

The broad waters of the Tappan Zee, immortalized by Irving, and Haverstraw Bay, a scene in the André tragedy, follow. Stony Point made famous by Wayne, its area now protected by the American Scenic and Historic Preservation Society, is left behind.

Within fifty miles of New York, including a mountain wilderness in the Highlands and Ramapos, is another section of the Interstate Park, its 40,000 acres intersected by marked trails through the wilder regions and in the more frequented areas, provided with well-organized camping facilities and excellent motor-roads.

Beyond the Interstate Park is the West Point Military Reservation with other trails to its mountain heights, motor-roads and impressive academy buildings. Here, too, is the beginning of Storm King Highway, winding around the nose of this northern sentinel of the Western Highlands and ranking with the Columbia River Highway as one of the country's most spectacular motor-routes.

Walling the eastern shore and extending back many miles rise the Eastern Highlands, from Anthony's Nose northward to Mount Beacon, favorite haunts of hikers, the southern portion penetrated by the scenic Bear Mountain Bridge Highway.

Continuing up the river past Washington's Headquarters at Newburgh, now a museum maintained by the State, the Shawangunk Mountains rise on the west. On their summits lie the famous Lakes Mohonk and Minnewaska. In their valleys, including those of the Rondout, Mamakating and Neversink, are picturesque waterways. Westward they are joined by the Delaware Mountains, the lakes and highlands of Wayne County and the valleys of the Delaware and Susquehanna.

Below historic Kingston, where stands the Senate House of '77 now protected by the State, the blue ranges of the Catskills come into view a few miles back of the west bank, while standing upon their heights the Berkshire Hills may be seen outlining the Eastern horizon.

More than 576,000 acres in the central portion of the Catskill region are included in the Catskill State Park containing more than 100 miles of cleared trails. Both within and without this reservation are large areas of wild beauty. Slide Mountain, highest of the Catskill Mountains, attains an elevation of 4,204 feet. Crystal streams abound and a picturesque mountain lake is formed by the Ashokan Reservoir, one of New York's sources of water supply.

In the Berkshires, including the sylvan charms of the Bash Bish Falls and Gorge, near Copake, is located the Taconic Tri-State Park.

Continuing the mountain wall of the West Hudson north of the Catskills is the Helderberg Range coming into view as the island-filled reaches south of Albany are entered. On the crest of their escarpment is John Boyd Thatcher State Park of 350 acres. At intervals along the way manor-houses, rich in history, and modern villas look proudly upon the river from its banks, and now near the head of navigation, opposite Albany the Fort Crailo house, built in 1642, is passed, still well-preserved and said to be the oldest continuously inhabited dwelling in the State. Tradition says that a young British officer sitting in the shade of its rear garden composed the verses of "Yankee Doodle." The Fort Crailo house and the General Schuyler mansion in Albany are State protected.

ROUTES AND GATEWAYS

The fast and well-appointed steamers of the Hudson River Day Line, this year augmented by the new "Peter Stuyvesant," provide daylight service between New York and Albany.

During the navigation season night service between New York, Albany and Troy is afforded by the fleet of the Hudson River Navigation Company.

Along each bank of the river extend divisions of the New York Central Railroad, the main line bordering the eastern shore, the River (West Shore) Division following the western for about forty miles north of Haverstraw.

The Shawangunk, Mamakating, Neversink and Delaware Mountain regions are penetrated by the New York, Ontario and Western Railroad. The Lake Mohonk region of the first named is reached through the old Huguenot town of New Paltz via Wallkill Valley branch of New York Central Lines, or by motor-coach from Highlands opposite Poughkeepsie. The Catskills are accessible by the Ulster and Delaware Railroad through the Kingston gateway, and from the north may be approached by motor transportation through the Catskill gateway. Western slopes of the Berkshires are reached by the Harlem Division of the New York Central system, connecting with the Boston and Albany division at Chatham.

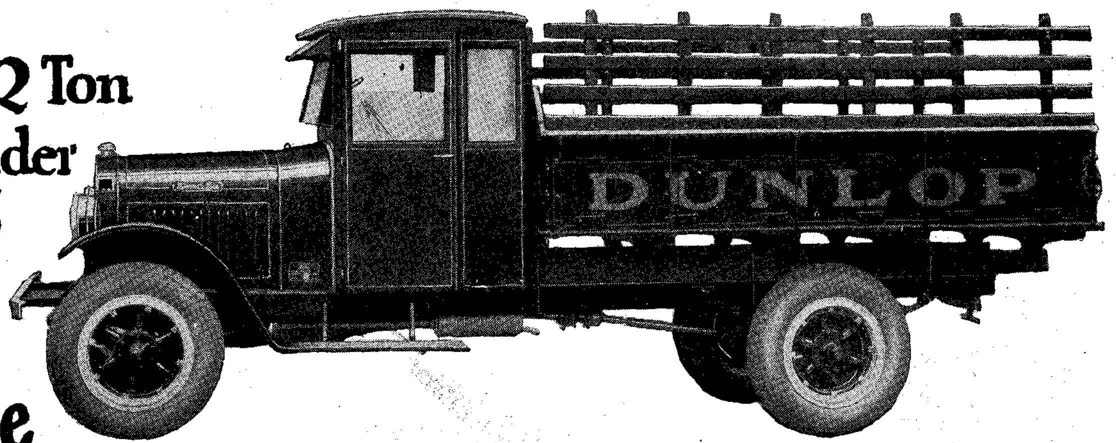
The Highlands region of the Palisades Interstate Park is accessible by Hudson River boats and New York Central system on the east, and by the Erie Railroad to its western gateways.

"MEDICINE WATERS OF THE GREAT SPIRIT"

Over devious forest trails the Indian made his way to springs which bubbled from depths of the earth. Here he set up his tepee and drank of the strange waters which cured his ills. Then came the white man and repeated the Indian's experience. A nation came into existence and Saratoga became our most fashionable spa. Its vogue ceased. Its popularity waned and its waters were threatened by commercial exploitation. The State of New York then stepped in, formed the Saratoga Reservation for health and recreation, and each year Saratoga has continued to gain in popularity. Three parks, High Rock, Lincoln and Geyser, aggregating 700 acres, and including 122 mineral springs, are included in the State's possessions. Bath-houses, drink pavilions and a bottled water emporium are available. Other Saratoga attractions include excellent motor roads, golf, boating on Saratoga Lake and racing on the superb Saratoga Track from August 1 to September 3. The rail approach is by the Delaware and Hudson system from the north and south, and the Boston and Maine on the east.

STEWARTS ARE AMERICA'S GREATEST TRUCK VALUE

1½-2 Ton
6 Cylinder
$1795
CHASSIS



To the man who says- "I want a truck that stays on the road and out of the repair shop"

STEWARTS are famous for their ability to stay on the job many years. If you want a truck with records for maximum service and minimum repair bills, a Stewart will answer your purpose.

Stewarts are today in use in 500 American cities and 43 foreign countries.

Many Stewarts 8, 10 and 12 years old are in service. Electric starter, electric lights and speedometer are standard equipment without extra cost. Write for free Catalogs.

Models
¾ Ton
6 Cylinder, $895, Chassis
1 Ton
6 Cylinder, $985, Chassis
1¼ Ton
4 Cylinder, $1245, Chassis
6 Cylinder, $1370, Chassis
1½-2 Ton
4 Cylinder, $1695, Chassis
6 Cylinder, $1795, Chassis
2 Ton
6 Cylinder, $ —— Chassis
2½-3 Ton
6 Cylinder, $3200, Chassis
3½-4 Ton
6 Cylinder, $4200, Chassis
Also 18
Passenger Bus Chassis
All prices f.o.b. Buffalo

STEWART MOTOR CORPORATION
EXPORT BRANCH 90 WEST ST., (Dept. 12) NEW YORK CITY
All Codes Used

Stewart
MOTOR TRUCKS

"Buddy" Stewart
1-Ton
6 Cylinder
$985 Chassis

STANDARD OIL CO.
OF N.Y.
SO
SOCONY
MOTOR
GASOLINE

Hundreds of Stewart fleets have grown from a single Truck

Stewart Trucks have won by costing less to run

THE REALM OF SUMMER PLAYDAYS—*Continued*

LAKES OF THE NORTHERN TRAIL

To-day the railway and the steamboat cover the identical trail of the mocassin and birch bark canoe followed by the Red Man from the mouth of the Hudson to the St. Lawrence. Saratoga was a mile-post on this trail.

Beyond it, where Fort Edward now stands, the northern pathway forked, following two routes which later rejoined. One bore left with a long carry to Whitehall, at the southern end of Lake Champlain, thence north by water. The other was a carry to Glens Falls with its rocky cave immortalized by Cooper in his "Last of the Mohicans," thence on past Bloody Pond to the head of Lake George, through this waterway to the portage from its foot to Lake Champlain, thence down this body of water to the Richelieu River and by it to the St. Lawrence.

Explorers, Jesuit missionaries, the armies of France, England and America have followed this historic route. From Saratoga battlefield to Fort William Henry, Ticonderoga, Crown Point and Valcour Island the way is lined with scenes of historic conflicts.

The Saratoga battlefield at Bemis Heights where the American patriots defeated General Burgoyne and forced the surrender of his Army is being purchased by the State and restored as far as possible to the condition in which it was at the time of the two battles in September and October, 1777. It is expected that this work of restoration will be completed in time for the sesquicentennial celebration of the battle of Saratoga to be held next fall.

Two lakes thus hallowed by the blood of contending forces are to-day among our most treasured scenic and recreational possessions.

Mountain-walled and island-studded Lake George, more appropriately named by Father Jogues, scholar and missionary, who first saw it as prisoner of the Iroquois in 1642, Lake St. Sacrement, is beloved by all who visit it. One hundred and fifty-five of its islands are State owned and open to campers under permit of the State Conservation Department's local ranger at Glenn Island, and altho many summering places dot its shores the lake and its surroundings still retain natural charm.

A short "portage" by rail or motor-car brings one to Lake Champlain, extending more than one hundred miles northward to its foot at the source of the Richelieu and commanding mountain panoramas of the Green Mountain chain on the east and the Adirondacks on the west. Historic Crown Point fortifications covering twenty-five acres on its shores are enclosed by a State Park.

SUMMER TOUR POSSIBILITIES

For those who are unable to tarry at one or more of the many attractive points on either lake, summer schedules are so arranged that tourists may take the morning train from Albany on the Delaware and Hudson system to Lake George Station and transfer to the well-appointed Lake George steamboat, enjoying a sail to the foot of the Lake where a train is waiting to transfer passengers to the Lake Champlain steamboat sailing from Montcalm Landing to Crown Point, Port Henry, Westport, Essex, Burlington, Port Kent, Bluff Point, and Plattsburg, at the last named city boarding a through train for Montreal.

ADIRONDACK PLAYGROUNDS

An overnight trip from New York brings the traveler into a region of balsam-laden air, of innumerable lakes and streams, of mountains and rivers, a summer as well as a winter recreation country embracing some 5,000 square miles. More than 2,000 square miles, retaining the virgin forest and 80,000 acres of waterways are included in the Adirondack State Park containing the State's highest mountains. Camp sites are available and excellent motor roads extend through the mountains. There are 500 miles of cleared trails.

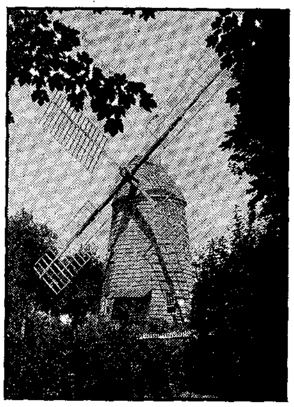


Photo by Ewing Galloway

A Touch of Holland on Long Island

Following is an outline of the various regions with gateways and routes:

Region and Surroundings	*Gateways*
Lake Placid Exquisite lake overlooked by Whiteface Mountain. Distant views: Mt. Marcy, 6,300 feet, monarch of the Adirondacks, Mt. Adams, Mt. McIntyre, etc. Three miles south is John Brown's Farm, homestead and grave of the famous abolitionist	Westport Elizabethtown Keene Ausable Champlain boats to Westport, Delaware & Hudson and New York Central railroads
Saranac Lake Headquarters for a lake region including Upper and Lower Saranac, St. Regis Lake (Paul Smith's), Loon and Tupper Lakes. Here may be seen the house occupied by Robert Louis Stevenson.	Saranac, New York Central and Delaware & Hudson railroads Motor highways
Fulton Chain Eight lakes and connecting waters form a canoeist's paradise. Among the near-by lakes are Racquette, Blue Mountain, Long, Big Tupper and its Western neighbor Cranberry. Little Tupper, etc.	Old Forge New York Central R. R.
Schroon In Southeastern Adirondacks, including Schroon Lake, Brant Lake, Loon Lake	Schroon Lake, Main Eastern Adirondack Highway
Indian Lake In South-central Adirondacks, including Indian Lake, Lake Pleasant, Scandagua Lake	Indian Lake Motor highway from Chestertown
Chateaugay In extreme North, including Upper Chateaugay, Chateaugay, Chazy Lakes	Chateaugay Lyon Mountain Chazy Delaware & Hudson and New York Central railroads

"THE GARDEN OF THE GREAT SPIRIT"

Silently paddling his canoe among the islands which are set like emeralds in the jade waters of the St. Lawrence, the Indian, appreciative of nature, revered this marine paradise, which he called "The Garden of the Great Spirit." To-day viewing these islands from steamer, power-boat, or shore line, we can think of no better name. The Thousand Islands we call them, yet there are actually more than this number. From Cape Vincent they extend downstream for eighty miles. In summer the scenes among them are animated. Motor craft dart through their winding channels, the snow-white steamers of the Canada Steamship Lines pass by, and now and then a prosaic Great Lakes freighter plows up or down.

Golf sticks swing over the eighteen-hole course of Wellesley Island and the nine-hole course of Thousand Island Park. Chaumont, Black River, Henderson Bays, shore line and islands south of the International line, are included in the New York State St. Lawrence Reservation adjoining a similar Government park on the Canadian side.

Clayton is the main gateway and Alexandria Bay recreation headquarters. Vessels of the Toronto-Prescott division of the Canada Steamship Lines call at both ports, while through cars are operated between New York, Boston, and Clayton by the New York Central system.

GLIMMERGLASS AND THE DEERSLAYER

Otsego Lake, source of the Susquehanna River, with charming old Cooperstown at its foot and Sleeping Lion Mountain at its head, presents a nature picture which is the envy of artists. James Fenimore Cooper, whose stately mansion once looked up the lake's entire length, has given its shores romantic interest by using various points along them as scenes in his stirring tales. Thus we may visit Natty Bumpo's Cave, Deerslayer Rock and visualize some of the settings of Cooper's plots. The village itself treasures his memory and preserves many reminders of its illustrious citizen. Through motor routes and a branch of the Delaware and Hudson system with electric cars from Herkimer on the New York Central system and from Oneonta on the Delaware and Hudson main line furnish access to town and lake.

THE FINGER LAKES COUNTRY

In central New York the series of almost parallel lakes, like fingers of the hand, extending approximately north and south, with surrounding glens and waterfalls combine to form one of New York's attractive playgrounds. From east to west they include Skaneateles, Owasco, Cayuga, Seneca, Keuka and Canandaigua, Seneca being the deepest and largest. More than 400 miles of road trails with 150 miles of shore drives help to make these lakes the delight of motorists. Their natural characteristics are preserved by several State parks. Taughannock Falls Park on the west side of Cayuga Lake protects the highest uninterrupted waterfall east of the Rockies. Other State reservations include: Squaw Island, Canandaigua Lake; Fillmore Glen, south of Moravia; Enfield Falls, near Ithaca; Watkins Glen, at the southern end of Seneca Lake and adjacent to the famous Glen Springs; Bluff Point, rising 700 feet above Keuka Lake. Indian tradition and historic association are found throughout this playground.

The Finger Lakes region is accessible by main New York motor routes and by the New York Central, the Lehigh Valley and the Erie railroad systems.

South of the City of Rochester is Letchworth Park, containing 1,000 acres, lying on both sides of the Genesee River in Wyoming and Livingston counties, and including the remarkable Portage Gorge and the Upper, Middle and Lower Falls of the Genesee River. In scenic beauty this park ranks next to the Niagara Falls reservation.

OUTFLOW OF THE GREAT LAKES

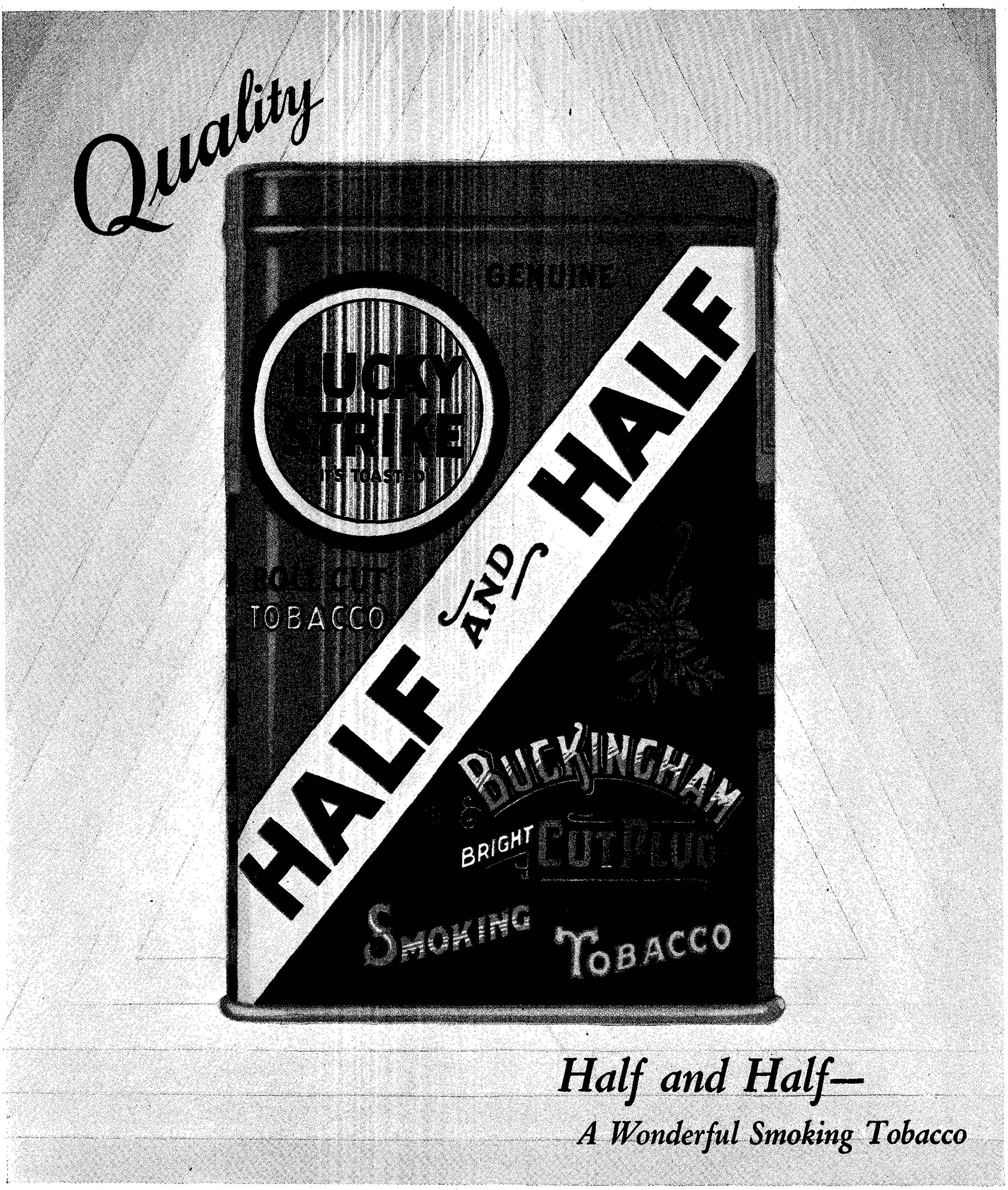
Niagara never ceases to draw throngs of visitors. The great cataract viewed from the swirling crest or amid the thunder and spray of its base is hardly less fascinating than the rampant waters of its Gorge Rapids racing on their way toward Lake Ontario. This, one of New York's greatest scenic assets, is also under jurisdiction of the State in the Niagara Reservation. Buffalo, where converge a dozen or more rail systems, including the New York Central; Pennsylvania; Lackawanna; Lehigh Valley; Michigan Central; Wabash; Nickel Plate and others, is the main southern gateway, being connected directly with several rail lines and a motor boulevard with the city of Niagara Falls. Lewiston, near the mouth of the Niagara River, is southern terminus of the cross-lake service between it and Toronto of the Canada Steamship Lines.

NEW JERSEY'S OCEAN PLAYGROUNDS

New Jersey's sea-front provides some of the country's most popular and populous oceanside playgrounds, consisting of a series of almost continuous beaches facing the Atlantic over a distance of more than 100 miles. Over most of this sandy coast land-

(*Continued on page 57*)

DRURY COLLEGE LIBRARY
Springfield, Missouri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GENUINE
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IT'S TOASTED
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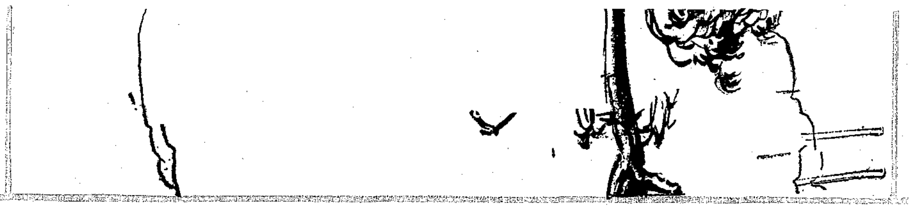

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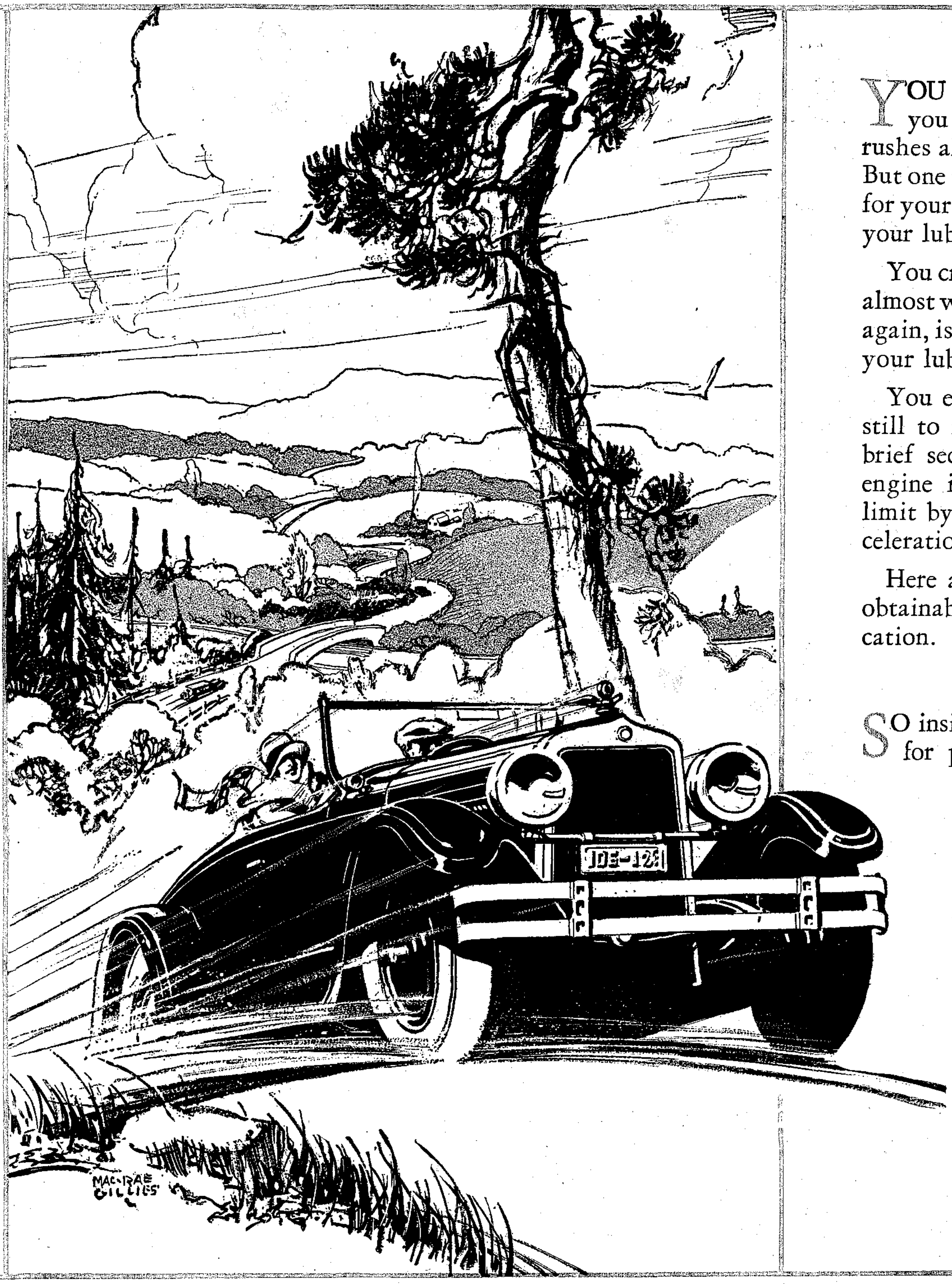


YOU asked the impossible. N
you have it. Your car of tod
rushes almost any hill on high. Y
But one thing is obvious: More wo
for your engine means more work
your lubricating oil.

You crawl along in crowded tra
almost without gear-shifting. The
again, is another new demand whi
your lubricating oil must meet.

You expect to leap from a sta
still to full driving speed in a f
brief seconds. You do. But yo
engine is often forced to the v
limit by your demand for quick
celeration.

Here again you need the great
obtainable margin of safety in lub
cation.

* *

SO insistent has been your dema
for power that automobile
signers have provided it
a growing measure wi
every passing year.

Do you use this pow
only in emergencies?

Probably not.

Today most car own
drive faster. They keep
up longer. Why not? I
proved highways inv
speed. Four-wheel bra
provide quicker stopping
case of danger.

But don't forget this:

VACUUM OIL COMPANY

Other branches and distributi

otoring conditions demand margin of safety

h power!

inued fast driving subjects oil to such high temperatures its lubricating efficiency may be usly lowered.

The need for a new lubricating margin of safety has become imperative.

* *

IONG automobile lubricating oils, Gargoyle Mobiloil has al- , set the world standard for ty. But today's Mobiloil is ior to that of a few years ago.

hy?

cause only progressive improve- s could maintain the Mobiloil gin of safety against the new ng problems now with us.

addition to the changes men- d, the riding comfort of today's encourages faster driving. You along on a lowered chassis, er, flatter springs, and balloon .

affic officials in many States en- age faster driving. Speed limits, rally, have been raised. Many rs today have had the motor- policeman order them to "step ."

iese and other factors have almost lutionized lubricating require- s. It is no longer enough to con- a blueprint of your engine and recommend an oil. Driving con- ons must be studied at the same time. Their effect on lubrication must be weighed scientifically.

Only then can an engineering margin of safety be provided for your engine.

* *

THE margin of safety in Mobiloil has always been great. It was this margin of safety which Commander Byrd commented on when he flew to the North Pole with engines lubricated by Mobiloil. This same margin of safety protected the U. S. Army "Round-the-World" Fliers in their historic flight.

Mobiloil is the most popular lubricating oil among automotive engineers. It is asked for by 3 out of every 4 motorists who buy oil by name.

It is recommended by more automobile manufacturers than any three other oils combined. Surely YOU can't afford to accept less lubrication than THEY do!

If your car is not included in the partial Chart on the right, consult the complete Mobiloil Chart at your dealer's. It shows the correct oil to use in your own engine.

GARGOYLE
Mobiloil
Make the chart your guide

CHES: *New York, Chicago, Philadelphia, Boston, Buffalo, Pittsburgh, Minneapolis, St. Louis, Kansas City, Dallas*
uses throughout the country

MAKE THIS CHART YOUR GUIDE

THE correct grades of Gargoyle Mobiloil for engine lubrication of prominent passenger cars and motor trucks are specified below.

The grades of Gargoyle Mobiloil are indicated by the letters shown below. "Arc." means Gargoyle Mobiloil Arctic.

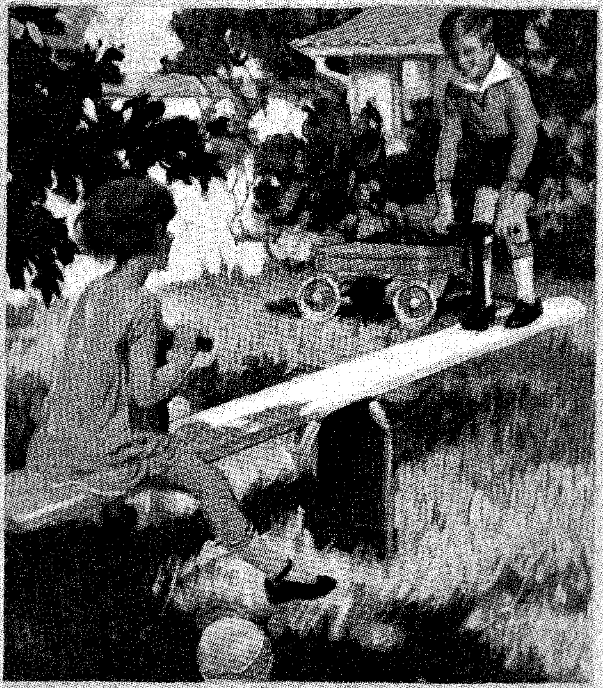
If your car is not listed here, see the complete Chart at your dealer's.

NAMES OF PASSENGER CARS AND MOTOR TRUCKS	1927		1926		1925		1924	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Auburn 6-66	....	....	A	A	A	A	....	....
" 6-63 & 8 cyl.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (*other models*)	A	Arc.	A	A	Arc.	Arc.	Arc.	Arc.
Autocar	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Buick	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Cadillac	BB	Arc.	BB	Arc.	A	Arc.	A	Arc.
Case Y	....	....	A	Arc.	Arc.	Arc.	Arc.	Arc.
" (*other models*)	....	....	A	A	Arc.	Arc.	Arc.	Arc.
Chandler Special Six	A	A	....	....	....	....	....	....
" (*other models*)	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Chevrolet	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Chrysler 60, 70, 80	A	A	A	A	A	A	A	A
" (*other models*)	A	Arc.	A	Arc.	A	Arc.	....	....
Cleveland 31	....	....	A	Arc.	A	Arc.	....	....
" (*other models*)	....	....	A	A	A	A	A	Arc.
Cunningham	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Davis	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Diamond T	A	A	A	A	A	A	A	A
Diana	A	Arc.	A	Arc.	A	Arc.	....	....
Dodge Bros. (4 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Durant Four	....	....	A	Arc.	A	Arc.	Arc.	Arc.
Elcar (4 cyl.), 6-65	A	A	A	A	A	A	A	A
" (8 cyl.)	A	Arc.	A	Arc.	A	Arc.	....	....
" (*other models*)	A	Arc.	....	....	Arc.	Arc.	Arc.	Arc.
Erskine	A	Arc.	....	....	....	....	....	....
Essex	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Falcon	A	Arc.	....	....	....	....	....	....
Federal FW, X2, X5, X6, 1, 5, 6 ton	A	A	A	A	A	A	A	A
" UB6, 3–3½ ton	A	Arc.	A	Arc.	Arc.	Arc.	....	....
" (*other models*)	A	A	A	A	Arc.	Arc.	Arc.	Arc.
Federal Knight 80, 2 t.	A	Arc.	....	....	....	....	....	....
" (*other models*)	B	Arc.	B	Arc.	B	Arc.	B	Arc.
Flint	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Ford	E	E	E	E	E	E	E	E
Franklin	BB	BB	BB	BB	BB	BB	BB	BB
Four Wheel Drive	A	A	A	A	A	A	A	A
G. M. C.	B	A	B	A	B	A	B	A
General Motors T20, T40, T50, 1, 2 ton	A	Arc.	....	....	....	....	....	....
Gardner (8 cyl.)	A	Arc.	A	Arc.	A	Arc.	....	....
" (*other models*)	....	....	A	A	A	A	A	A
Garford 1¼–1½ ton	A	A	A	A	A	A	A	Arc.
" (*other models*)	A	A	A	A	A	A	A	A
Graham Bros.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Gray	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Hudson	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hupmobile	A	Arc.	A	Arc.	A	Arc.	A	Arc.
International S, SD, 33, 43, 63, 103	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (*other models*)	A	A	A	A	A	A	....	....
Jewett	....	....	A	Arc.	A	Arc.	A	Arc.
Jordan Six	A	Arc.	....	....	Arc.	Arc.	Arc.	Arc.
" Eight	A	Arc.	A	Arc.	A	Arc.	....	....
Kissel (6 cyl.)	A	A	A	A	A	A	A	Arc.
" (8 cyl.)	A	Arc.	A	Arc.	A	Arc.	....	....
Lincoln	A	A	A	A	A	A	A	A
Locomobile (6 cyl. & Jr. 8)	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Mack	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Marmon (8 cyl.)	A	Arc.	....	....	....	....	....	....
" (*other models*)	A	A	A	A	A	A	A	A
Maxwell	....	....	....	....	A	Arc.	A	Arc.
McFarlan Eight	A	Arc.	A	Arc.	....	....	....	....
" (*other models*)	A	A	A	A	A	A	A	A
Moon	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Nash	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Oakland	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Oldsmobile	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Overland	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Packard Six	A	Arc.	A	Arc.	A	Arc.	A	A
" Eight	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Paige	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Peerless 60, 80 and 8	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (*other models*)	A	A	A	A	A	A	A	A
Pierce-Arrow	A	A	A	A	A	A	A	A
Pontiac	A	Arc.	A	Arc.	....	....	....	....
Reo	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Republic 11X, 19, 20, 2, 3, 5 ton	....	....	....	....	Arc.	Arc.	Arc.	Arc.
" 25-6, 3 ton	A	Arc.	A	Arc.	....	....	....	....
" (*other models*)	A	A	A	A	A	A	A	A
Rickenbacker	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Rolls Royce	A	A	A	A	A	A	A	A
Star	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Stearns Knight	BB	A	BB	A	BB	A	B	A
Stewart 9	....	....	....	....	Arc.	Arc.	....	....
" 21, Bud. Stewart	A	Arc.	A	Arc.	....	....	....	....
" (*other models*)	A	A	A	A	A	A	A	A
Studebaker	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Stutz	A	A	A	A	A	A	A	A
Velie	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Wills Sainte Claire	B	A	B	A	B	A	B	A
Willys Knight (4 cyl.)	....	....	B	Arc.	B	Arc.	B	Arc.
" " (6 cyl.)	A	Arc.	A	Arc.	A	Arc.	....	....
White 15, 20 & 20D, ¾ and 2 ton	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (*other models*)	A	A	A	A	A	A	A	A

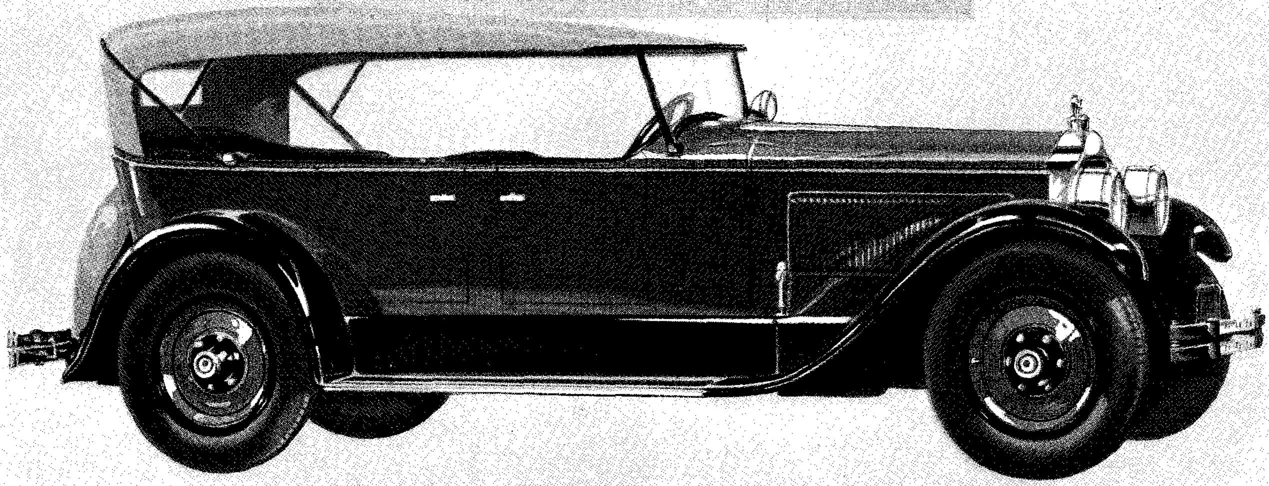
TRANSMISSION AND DIFFERENTIAL:

For their correct lubrication, use Gargoyle Mobiloil "C" or "CC" as recommended by complete Chart available at all dealers.

The Restful Car



"The supreme combination of all that is fine in motor cars"



BALANCE

What Packard means by "balance" in a motor car goes far beyond the mechanical balance of parts which assures silent, vibrationless operation. Packard's clientele takes that for granted.

The balance in which Packard takes pride is that perfect balance of desirable qualities which led one enthusiastic owner to write that his Packard was *"the supreme combination of all that is fine in motor cars."*

Packard's deliberate aim for 27 years has been to develop a car of all-around excellence—not a car famous merely for one outstanding trait but of acknowledged superiority in all. Those who own Packard cars know how well Packard has succeeded.

Whatever you may expect from a motor car the Packard will provide to an unusual degree. Beauty, smartness and distinction recognized and imitated the world around. Speed unsurpassed by any but racing cars. Roominess and comfort which are proverbial. Low operating cost and long life which make Packard ownership a real economy.

It is the *balanced excellence* of the Packard which makes it so universally admired and desired.

PACKARD

ASK THE MAN WHO OWNS ONE

THE REALM OF SUMMER PLAYDAYS—*Cont'd from page 52*

locked bays afford a double shore frontage. In the table following are indicated briefly their various characteristics.

DIRECTORY OF NEW JERSEY BEACHES

Place	*Characteristics*	*Route*
Atlantic Highlands	Terraced bluffs facing Sandy Hook Bay and Hook	Central of N. J and boats
Sea Bright and Monmouth	Residential colonies backed by Shrewsbury River	Central of N. J.
Long Branch (including West End, Hollywood Elberon)	First from the North of large seashore cottage and hotel communities	Central of N. J. Pennsylvania system
Deal Beach and Allenhurst	Cottage communities beside the sea; adjacent Deal Lake	Central of N. J. Pennsylvania system
Asbury Park, Ocean Grove and Bradley Beach	Asbury Park attractive city of 12,000 with background of highlands and lakes directly connected with Ocean Grove, "The Happy City," and Bradley Beach	Central of N. J. Pennsylvania system
Spring Lake and Sea Girt	One of New Jersey's most select and beautiful seashore communities. Sea Girt, adjoining, is the summer capital of the State	Central of N. J. Pennsylvania system
Point Pleasant and Bayhead	Cottage communities. The latter at the head of Barnegat Bay	Central of N. J. Pennsylvania system
Lavalette	Cottage and bungalow resort	Pennsylvania system
Atlantic City (neighboring Brigantine Absecon, Ventnor, Margate, Longport, Ocean City)	One of the world's greatest all-year-round playgrounds, with 8 miles of boardwalk serviced with 2,500 wheelchairs. Towering hotels, superb shops, churches of all denominations, six great piers over the ocean, beach accommodating thousands of bathers. The city of clean air and clean streets; at night the city of a million lights. Three golf courses.	Pennsylvania system Reading system
Cape May (neighboring N. Wildwood, Wildwood, Wildwood Crest)	The long-established South Jersey resort with superb beach, golf and yacht clubs. The Wildwoods face a 5-mile beach with golf club inland	Pennsylvania system

GREAT LAKES WONDER CRUISES

The Great Lakes are truly great from many view-points. They embrace the impressive total of 95,000 square miles. Over their surfaces passes the greatest volume of inland water-borne commerce in the world. Nearly one hundred million tons of grain, ore, coal, and other products have been transported in a single season. Great Lakes freighters are the largest cargo-carriers operated over unsalted waters. Great also is the future of these marine pathways, for they are destined to bring to the manufacturing centers and the more than 30,000,000 people living in the states bordering them a huge transatlantic traffic.

"Our engineers," says Herbert Hoover, Secretary of Commerce, outlining the government plans for the St. Lawrence shipway, "have determined full plans by which we can ultimately secure a thirty-foot channel admitting to the lakes 88 per cent. of all ocean-going vessels which touch North American ports—and thus, great cities like Fort William, Duluth, Chicago, Detroit, Cleveland, Buffalo and Toronto may take their place and part on the seaboard of the world."

Besides their commercial importance the Great Lakes contribute largely to the recreation opportunities of America. Playgrounds of the United States and Canada line their shores and islands, rich in history and romance. Their ports include scores of interesting cities. Fleets of passenger steamships, including the largest operated over inland waterways, transport a huge volume of tourist traffic.

In imagination we have already cruised along the Down East coast. Let us now embark upon another cruise over these inland seas, visiting their land attractions en route.

LAKE ERIE OBJECTIVES

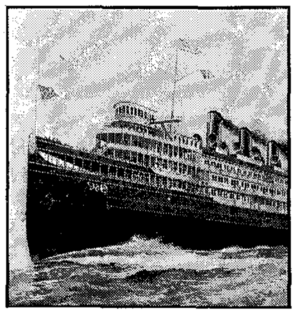
Lake Ontario is the vestibule between the other lakes and the St. Lawrence through which, via Welland Canal, freighters pass to or from the sea. Nature, however, has cut off Lake Ontario from the through-passenger routes of the Great Lakes. Ontario's ports and passenger lines are treated elsewhere under the Canadian section of these travel glimpses.

We embark, therefore, at Buffalo, the eastern terminus of the main Great Lakes travel lanes and rail center of prime importance.

If the trip westward begins in the evening and the atmosphere is clear there will be a wondrous sunset across Lake Erie behind the Ontario horizon.

Next morning a breakwater is passed, and we may step ashore on the great steel pier at Cleveland.

"You'll Like Cleveland" is the slogan of this city of a million souls, and the visitor's reply is in the affirmative. Perhaps this is because Cleveland embodies the sternly material with the esthetic and uplifting elements of civic organism. She has 3,000 industrial plants whose annual diversified output bulks more than a billion dollars. On the other hand, she is a city of art and educational institutions, superb public buildings, parks and residential boulevards.



Courtesy Detroit & Cleveland Nav. Co.

SUPERB LINERS PLY THE INLAND SEAS

Skirting the south shore west of Cleveland an inspiring bit of historical association is encountered as the traveler comes to Cedar Point, a favorite resort, and heading northwest arrives at Put-in-Bay, scene of Commodore Perry's naval victory in the War of 1812, a victory which he announced in his famous despatch beginning, "We have met the enemy and they are ours."

Lake Erie is left behind as we enter the Government Channel of the Detroit River, passing Sugar Island Park, seeing ahead the tall chimneys of Detroit, the world's capital of the automotive industry.

By reason of its geographic location, this city has become a vacation center of America. Its famous river, forming the boundary line between the United States and Canada, carries not only the bulk of the world's commerce in iron ore but a vast volume of passenger traffic. Twelve rail systems converge within Detroits' limits. Sight-seeing cars carry the visitor to her great motor-car plants, to her residential sections and to Belle Isle, with its zoo, aquarium, gardens, athletic field, boat clubs, woods and drives, said to be the most beautiful island park in the world. Boulevards and highways extend for miles beyond the city to the woods and lake regions of Michigan.

Responding to the call of the upper lakes and cruising northward, we sail across the broad, blue waters of Lake St. Clair into the St. Clair River, passing the summer colonies to emerge into Lake Huron at Port Huron and Sarnia, its Canadian neighbor, opposite.

On the eastern border of this lake lies the Georgian Bay paradise described later in our Canadian section.

Along the western shore of Lake Huron are numerous resorts and gateways to the forests and lake regions of the Michigan Peninsula, including Bay City and other Saginaw Bay points, Au Sable, Alpena and Cheboygan.

Two hundred and fifty miles beyond the entrance to Huron, with the forested shores of Bois Blanc Island on the south, we arrive at Mackinac Island, its ancient fort facing the Straits of Mackinac. Few other spots in the Great Lakes region have history, romance and natural beauty so closely entwined. Its fort, built in 1780 by the British, commands a view of superb quality and extent; its natural wonders, such as the Arch Rock, Devil's Kitchen, etc., are enthralling.

Entering Lake Michigan and going south along its eastern coast we encounter a long series of waterside playgrounds, many of them being gateways to the charming interior regions of the Michigan Peninsula including forests, lakes, rivers, streams, and dunes. It is an alluring country for the fisherman, canoeist, and motorist.

At the northern end of the Peninsula is Little Traverse Bay with Harbor Springs on the northern shore, one of Michigan's favored lakeside resorts, and on the opposite side Petoskey, long noted for its select patronage.

Beyond lie Charlevoix and North and South Manitou Islands. Traverse City at the foot of Traverse Bay is a gateway to a series of inland lakes.

Where the big Manistee River joins Lake Michigan is the picturesque little city of Manistee. From Ludington are reached the pine and hardwood forests in which fish and wild life abound. With seven miles of clear water stretching through the sand hills is White Lake, the harbor for Whitehall and Montague.

At Muskegon is the mouth of the Muskegon River, providing a continuous waterway to Houghton Lake. Grand Haven, at the mouth of the meandering Grand River, is the lake gateway to Grand Rapids and a rail- and motor-route approach to the entire interior peninsular country.

Holland and Saugatuck receive many tourist summer vacationists by through-steamer lines from Chicago, while Benton Harbor and St. Joseph are popular resorts, with broad bathing beaches.

In the long curve of its southern end Lake Michigan is bordered by the sand-dunes of Indiana, within easy reach of ten million people.

"Nowhere else in the world, scientists say," according to a writer in the New York *Times*, "do such strange natural contrasts exist as one finds in this narrow twenty-mile strip of land, distant an hour's train ride from Chicago.

"Botanists, zoologists, geologists and ecologists have visited the dunes to study the wide variety of specimens, many of them extremely rare, which nature has collected within this relatively small area. Prof. Henry C. Cowles of the University of Chicago, says that European scientists pronounce the dune country among the wonders of America, outclassed in beauty and in geological and botanical interest only by the Grand Canyon of the Colorado, Yellowstone Park and the Yosemite Valley. In the varied combination of plants, trees and flowers, representing widely separated latitudes, the dune country is one of the world's natural parks."

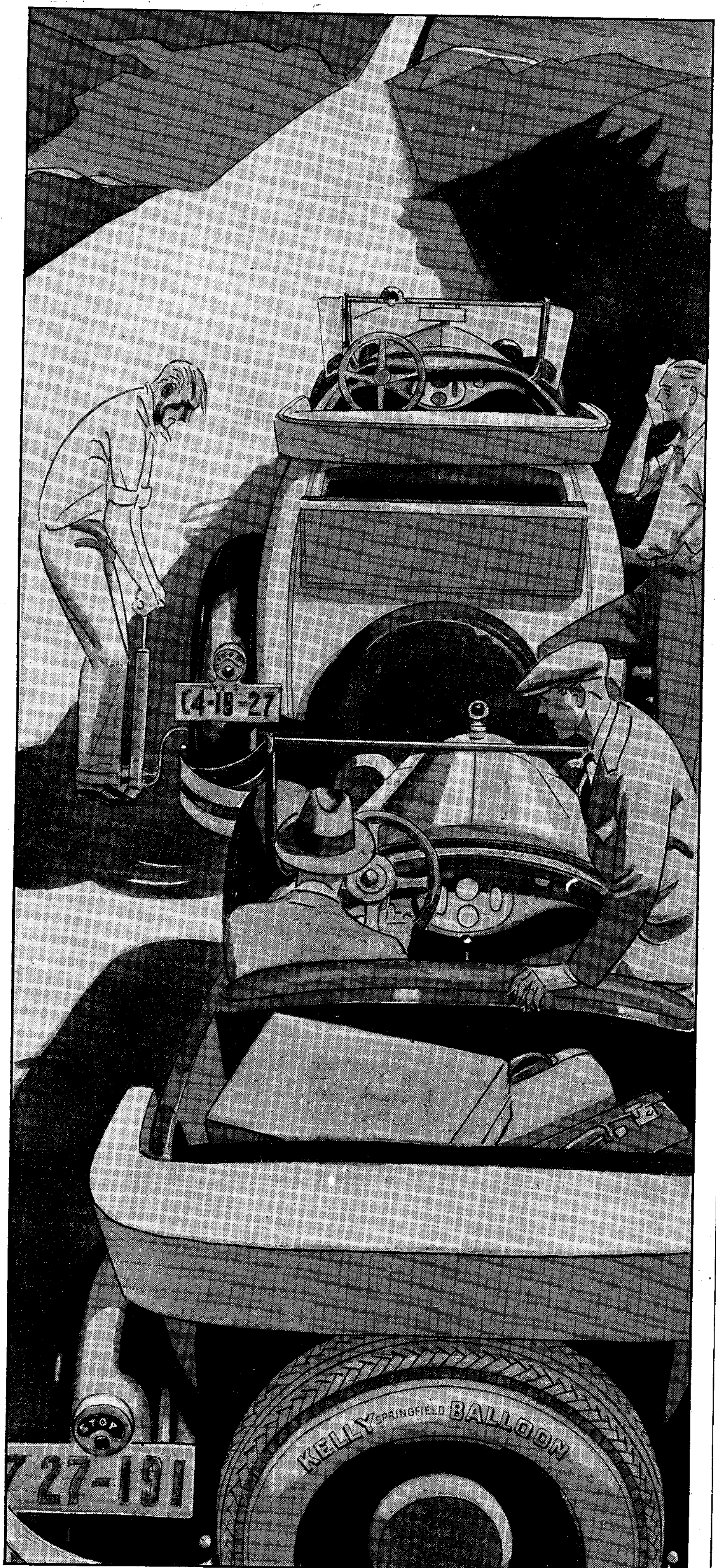
At the end of the lake's long curve the sky-scraper outline of Chicago appears against the horizon, and we are soon alongside its great municipal pier.

Chicago, metropolis of the Middle West, the country's most important inland tourist clearing house, rewards the visitor with her varied attractions.

We may return from Chicago, visting the western coast of Lake Michigan. Here are important ports, summering places, and gateways to the Illinois and Wisconsin lake regions.

We pass Milwaukee, Sheboygan and Manitowoc, the two latter ports being connected by rail with Lake Winnebago and other Wisconsin Lakes.

At Sturgeon Bay the inner Channel



"That's the second blowout Jerry has had since we started on this trip. I should think he would invest in a motor-driven pump."

"It would be more to the purpose if he'd invest in a set of Kelly-Springfield Tires."

THE REALM OF SUMMER PLAYDAYS—*Continued*

leads into the charming Green Bay region, with vacation attractions at Marinette, Menominee, Fish Creek, Ephraim, Sister Bay, Washington Island, Escanaba; and and on the northern Michigan shore Manistique and ancient St. Ignace.

Courtesy New York Central Railroad

THE ROCK OF AGES UNDER NIAGARA'S TORRENT

Mackinac Island is again passed and fourteen miles beyond the exquisite Les Cheneaux Islands are seen. Then up through the St. Mary's River the course leads to the famous locks of Sault Ste. Marie through this man-made portal into Lake Superior, deepest of the Great Lakes, and westward more than 400 miles to Duluth, end of this cruise of wonders which began at Buffalo.

Northern Lake Superior is included in the Canadian part of these articles. On the south shore are unusual natural formations in the limestone cliffs of the southeastern coast designated "The Pictured Rocks."

"And so it goes," says James Oliver Curwood in "The Great Lakes," "from end to end of the Lakes, every mile fraught with interest, every hour offering the traveler something new of scenery or history."

PASSENGER STEAMSHIP ROUTES

In no waters fresh or salt are higher standards of passenger service maintained. Well-appointed modern steamships and attractive routes provide a variety of delightful summer voyages.

Lake Ontario sailings are made by the Canada Steamship Lines fleet between Lewiston and Toronto and between Toronto, Rochester, Kingston, Thousand Island ports, and Prescott.

Between Buffalo, Cleveland, Detroit, Mackinac Island, Sault Ste. Marie, Houghton and Duluth steam the *Tionesta*, *Juniata*, and *Octorara* of the Great Lakes Transit fleet.

In two divisions, Buffalo-Detroit and Cleveland-Detroit, are operated the large fleet of the Detroit and Cleveland Navigation Company, its two new premier steamships, *Greater Detroit* and *Greater Buffalo*, being the largest passenger-capacity vessels in inland-water service.

From Buffalo to Cleveland, Toledo to Detroit, Cedar Point to Put-in-Bay are the three routes of the Cleveland and Buffalo Transit fleet operating the great steamship *Seeandbee* and other capacious liners.

The three steamships *Noronic*, *Hamonic*, and *Huronic* of the Northern Navigation Company, operated by the Canada Steamship Lines Limited, ply between Detroit, Sarnia, Sault Ste. Marie, Port Arthur, Fort William and Duluth.

Canadian-Pacific-Great-Lakes Steamships *Assiniboia*, *Keewatin*, *Manitoba*, and others are in service over the Port McNicoll, Owen Sound, Sault Ste. Marie, Port Arthur and Fort William routes.

Covering three divisions the United States and Dominion Transportation fleet, including the steamers *America*, *Caribou*, and others, connect Duluth, Fort William and Port Arthur—the Isle Royale route; Owen Sound, Georgian Bay and Sault Ste. Marie; Saulte Ste. Marie and Michipicoten River.

Weekly cruises are operated between Chicago and Buffalo by the Chicago, Duluth and Georgian Bay Transit steamships, *North America* and *South America*, as follows: From Chicago eastbound, calling at Mackinac Island, Parry Sound, Detroit and Cleveland; westbound from Buffalo to Chicago with calls at Detroit and Mackinac Island.

Diverging from Chicago to many Lake Michigan points are numerous divisions of the Goodrich Transit fleet, including routes from Chicago to Milwaukee; Chicago to Milwaukee, Green Bay ports, Escanaba, Fayette and Mackinac Island; Chicago to Grand Haven and Muskegon; Chicago to White Lake; Chicago to Benton Harbor and St. Joseph; Chicago and South Haven; Chicago to Holland (for Grand Rapids); Chicago to Michigan City.

Michigan Transit steamers *Manitou* and *Puritan* ply between Chicago and northern Michigan summer resorts, including Ludington, Manistee, Portage Point, Onekama, Frankfort, Glen Harbor, North Manitou Island, Northport, Suttons Bay, Traverse City, Charlevoix, Petoskey, Harbor Springs, St. Ignace, Mackinac Island and Sault Ste. Marie.

Besides the foregoing there are numerous shorter and local services such as those of the White Star Line fleet serving the Detroit excursion region.

MINNESOTA'S LABYRINTH OF LAKES

Minnesota's magnets to summer tourists are climate, forests, lakes, with fishing and other aquatic sports, and mountain scenery. The northern part of the state is a continuation of the rocky, rugged north country common to Maine and Ontario. National forests have preserved large areas of this in a permanently wild condition, 4,000,000 acres in the Superior and Canadian National forest traversable by canoe, forming probably the greatest canoe country in the world. There are actually more than 10,000 lakes in the State. Tourists following the highways in some regions travel many miles on roads that border one lake after another, and it is unusual in any part of the lake regions of the State to be out of sight of water.

Minnesota's scenic attractions are not limited to her lakeland. The Interstate Park, including the Dalles of the St. Croix River; Minnehaha Falls at Minneapolis, and Ramsey State Park are noted for their rugged formations.

According to H. C. Hotaling, tourist commissioner of the State, requests for travel information to date this season presage an influx of visitors numbering at least 1,500,000. Last year the number reached 1,300,000.

The Twin Cities of Minneapolis and St. Paul are important gateways to Minnesota's scenic attractions. Fourteen railway systems converge within their limits. Minnesota's highway system, connecting with through motor routes, includes more than 18,000 miles of good roads.

PARKS FROM GLACIERS TO CACTI

The accompanying map indicates a segment of the country containing more national reservations and other playgrounds than any other of similar area. Its length extends from the International Boundary between Alberta, Idaho and Montana southward to the Mexican line. Its width is from western Idaho to eastern Colorado. The Rocky Mountain system forms its northern back-bone. We present below a concise summary of its more important tourist attractions:

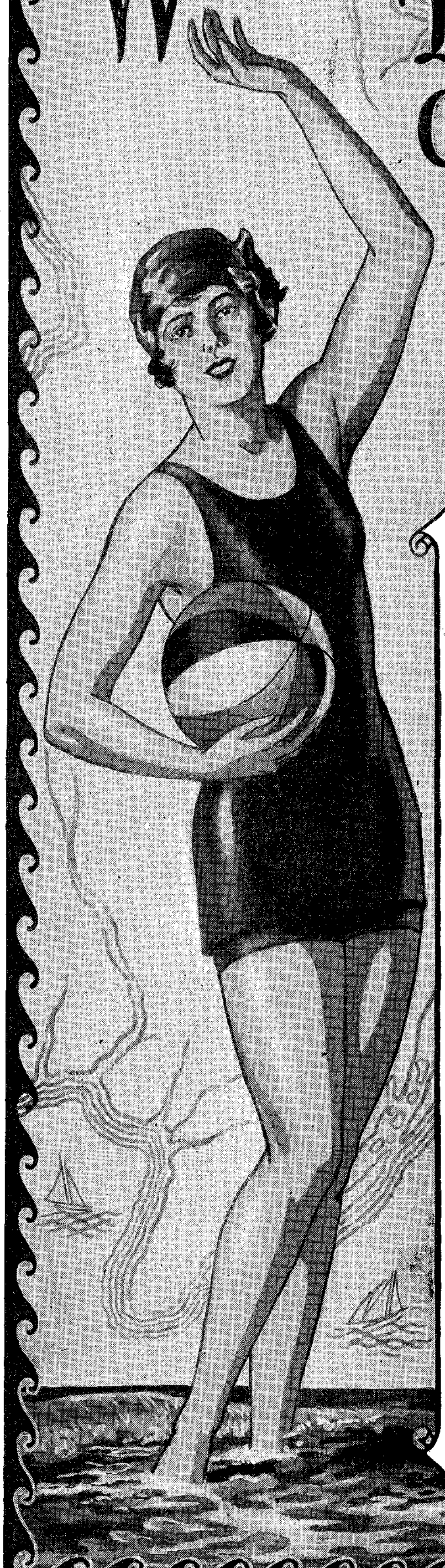
GLACIER NATIONAL PARK

Directly adjoining on the north its neighboring Canadian reservation, Waterton Lakes Park, Glacier National Park's unsurpassed scenery includes a labyrinth of impressive peaks, 250 lakes of rare beauty, and sixty glaciers. Let us quote from the government handbook:

"To picture to yourselves this region, imagine a chain of very lofty mountains twisting about like a worm, spotted everywhere with snow fields and bearing glistening glaciers in sixty or more hollows. Imagine these mountains crumbled and broken on their east sides into precipices sometimes three or four thousand feet deep and flanked everywhere by castellated walls, lesser peaks, and tumbled mountain masses of smaller size in whose hollows lie the most beautiful lakes you have ever dreamed of."

There are many miles of trails for walking and saddle trips, also motor highways, now offering intercommunication with Waterton Lakes Park. The direct rail gateways are Glacier Park Station and Belton on the Great Northern system.

Where Vacation Dreams Come True



160 miles of delight among the 40 beaches of New Jersey, where the sun shines bright and the joys of seashore life invite

40 BEACHES
of New Jersey

ATLANTIC CITY	ASBURY PARK
OCEAN CITY	OCEAN GROVE
CAPE MAY	LONG BRANCH
WILDWOOD	SEASIDE PARK
STONE HARBOR	SEASIDE HGTS.
SEA ISLE CITY	BAY HEAD
BEACH HAVEN	SEA GIRT
SPRING LAKE	BELMAR
BRADLEY BEACH	LAVALLETTE

And intermediate resorts conveniently reached from all sections of the country by the Pennsylvania Railroad and its direct connections.

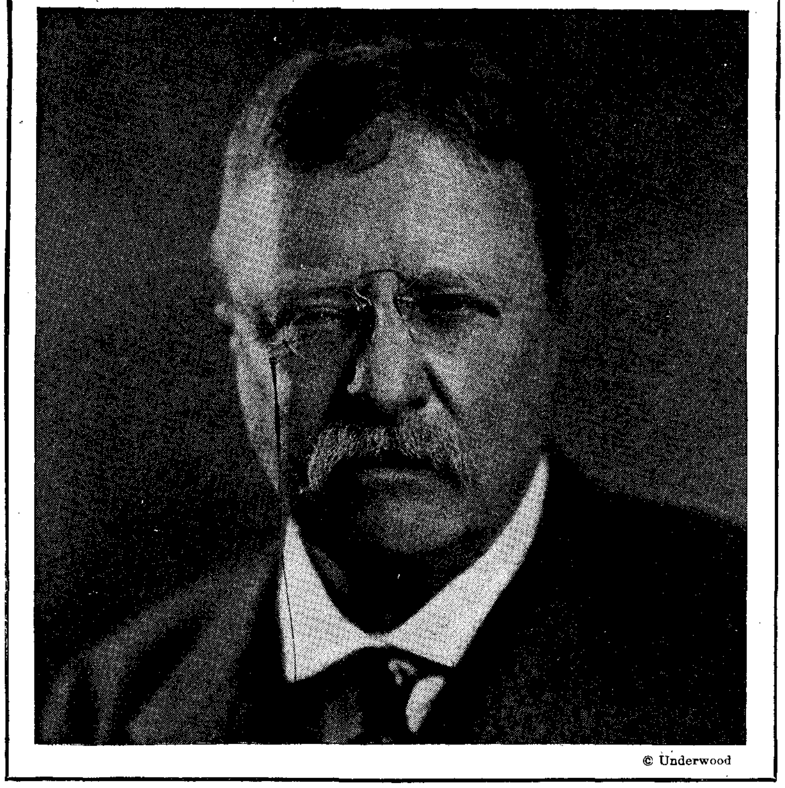
THE ONLY ALL-RAIL ROUTE TO ATLANTIC CITY

Through trains from New York, Philadelphia, Baltimore, Washington and through sleeping car service to and from Pittsburgh, Cleveland and Chicago.

Descriptive seashore folder, giving hotel lists and detailed information, sent on request to Advertising Dept., Penna. R. R., Broad St. Station, Phila., Pa.

PENNSYLVANIA RAILROAD

OF INTEREST TO
TRAVELERS
IN THE UNITED STATES AND ABROAD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Wherever you go you, too, can guard against loss or inconvenience by carrying these *official* travelers cheques of the American Bankers Association.

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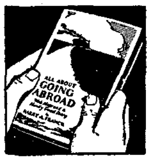

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THE REALM OF SUMMER PLAYDAYS—*Continued*

IDAHO BECKONS TO SUMMER TOURISTS

With mountain, lake and historic trail Idaho beckons to the summer visitor. The following official statement of her many attractions is in part supplied us from the office of the Governor:

"Idaho's major highways are the Oregon Trail, the Yellowstone Trail, and the North and South Highway. The Oregon Trail passes through Cheyenne in Wyoming, enters Idaho near the Utah line and swings northwest through Montpelier, Soda Springs, Lava Hot Springs and McCammon to Pocatello."

Four great rail systems enter Idaho, including the Great Northern; the Chicago, Milwaukee and St. Paul; the Northern Pacific, and the Oregon Short Line of the Union Pacific.

"Lava Hot Springs, thirty-five miles southeast of Pocatello, at an elevation of 5,080 feet, is surrounded by mountains through which flows the Portneuf River, one of the noted trout streams of the State These hot springs, highly mineralized, have a flow of approximately 4,500,000 gallons each twenty-four hours. An average of 60,000 persons visit these springs annually, the resort being owned and operated by the State of Idaho.

"From Pocatello the highway leads westward to the recently completed American Falls dam and reservoir—one of the great irrigation projects of the West—and through the irrigated lands of the Rupert, Burley, Jerome and Twin Falls area; thence by way of Hagerman Valley to Glenns Ferry; and northwest across the sage lands through Mountain Home to Boise, the capital of the State. . . . Within a few miles of Twin Falls are two of the noted cataracts of the Snake River—Twin Falls and Shoshone Falls—the latter having a sheer drop of 212 feet—greater than that of Niagara.

"Boise is a city of schools and churches, cathedral chimes, shade trees, sunshine and gorgeous sunsets. . . . Beyond the northern and eastern foothills lofty mountains rear their snow-clad heights—the serrated summits of the Sawtooth system, famous in pioneer ballad and story; the Lemhis, the Patterson, the Lost River range, and the Cathedrals, known locally as the Big Horn Mountains.

"From Boise the Oregon trail swings northwest through the fruit and poultry and dairying districts of Nampa, Caldwell, Parma, Fruitland and Payette, a distance of sixty-eight miles. At Payette the Oregon Trail is intersected by the North and South Highway. This highway, recently opened to travel, has been built through the mountains and canyons of central Idaho and is destined to become known as one of the great scenic routes of America. From Payette the road leads north through the farming and fruit lands of Weiser, Midvale, Mesa, Council, and Fruitvale to New Meadows. . . . Eleven miles north of New Meadows the highway enters the canyon of the Salmon River. Above the torrent of the stream the road follows the winding course of the canyon for fifty-four miles to Whitebird Mountain.

"After Whitebird Grangeville is passed, one of the last of the real Old West towns, thence on to Lewiston at the confluence of the Snake and Clearwater rivers.

"North Idaho is a land of lakes, forests and rich wheat lands.

"Lake Cœur d'Alene, and the city of that name, offer attractions of varied interest to the vacationist. A boating trip up the shadowy St. Joe is not the least of these attractions for those who love the water, the timber and the mountains.

"Not far from Cœur d'Alene is Hayden Lake. Between Hayden Lake and the Canadian boundary are other waters, Spirit Lake, Twin Lakes, Priest Lake and the Pend Oreille (pronounced Ponderay), where each summer thousands of vacationists from the Pacific Coast and the Eastern States come to enjoy the temperate days and cool nights.

Twenty-two miles southwest of Arco is the Craters of the Moon National Monument, the best-known of the many unusual geological features of the State.

A few miles north of Gooding, southwest of Arco, is an area of unusual rock formations more extensive than the Garden of the Gods, known locally as the Goblin City or the City of Rocks.

Motorists who enter Idaho over the Yellowstone Trail, either from Salt Lake City or from the West Yellowstone entrance, find much of natural interest and beauty over the entire distance. There are the Upper and Lower Mesa Falls of the Snake; Warm River Canyon; Ashton, where the International Winter Dog Races are held; St. Anthony; Idaho Falls; Blackfoot, and Fort Hall.

"The East and West have changed since Lewis and Clark gazed with mute wonder upon the snow-clad heights of the Sawtooth Mountains; but there has been no change in the serenity of the lofty summits, in the solitude of the intervening valleys, in the enchantment of the swift streams and tranquil, turquoise lakes. The cool dim trails of the forests still lure with the mystery of the unknown and unexplored. The crystal waters of a thousand nameless lakes reflect the dazzling white of the eternal snow and mirror the vivid coloring of the evergreens.

"The Sawtooth region is still inaccessible to vacationists who do not like to leave the hotels and paved highways, but for those who carry their own camp outfits, and who do not mind narrow mountain roads, this is one of the great summer playgrounds of America. Several dude ranches are being operated in the valleys of the Sawtooth range that can be reached from Boise, Hailey, or Salmon City."

YELLOWSTONE NATIONAL PARK

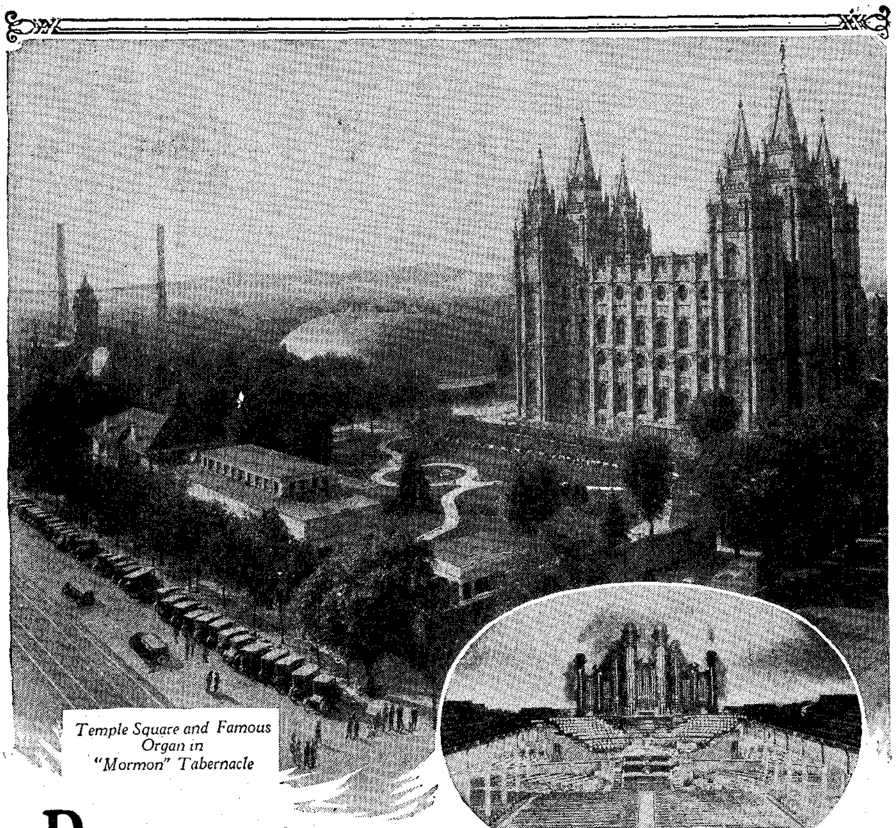
In the northwestern corner of Wyoming is a region of brilliantly colored canyons, lofty waterfalls, geysers and hot springs, petrified and living forests included in the long-famed Yellowstone National Park.

Quoting from the booklet issued by the Department of the Interior: "Nearly the entire Yellowstone region, covering an area of about 3,300 square miles, is remarkable for its hot-water phenomena. . . . The Grand Canyon of the Yellowstone is altogether different. What makes it a scenic feature of the first order is its marvelously variegated volcanic coloring. It is the cameo of canyons. . . . Another interesting feature of the Yellowstone National Park is its wild-animal life. It is one of the largest and most successful preserves in the world. . . . Many glaciers rest upon the shoulders of the Teton Mountains. Their climax is the Grand Teton, whose altitude is 13,747 feet."

The rail gateways are as follows: on the north, Gardiner, reached by branch line of the Northern Pacific system; Bozeman, on the same system, and Three Forks on the Chicago, Milwaukee and St. Paul system, these two latter gateways having motor connection through the Gallatin Gateway; on the west, West Yellowstone, reached by branch line from Pocatello on the Union Pacific; on the east, via motor road from Cody on the Burlington system; on the south, via motor transportation from Lander on the Chicago and North Western system.

CAVERNS AND ROCK TOWERS

East of Yellowstone in northern Wyoming are two National Monuments of natural interest. The Shoshone Cavern National Monument, near Cody, contains a remarkable cave near the summit of Cedar Mountain. Devils Tower National Monument, thirty-five miles from Moorcroft on the Burlington system, embraces a gigantic tower of rock rising skyward 1,200 feet.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Romantic Salt Lake City
The Storied, Glorified West

ENJOY a few days at this center of western romance, and see places famous in history—an interesting mixture of the dramatic West of yesterday and the virile, progressive West of today!

A modern city with splendid hotels—hugged close in the protecting lee of majestic mountains with seven rugged canyons that open at the city's very edge—acclaimed by world travelers to be one of the most beautiful cities in America . . . worth seeing for its beauty alone!

Then—its unique diversions: a swim in Great Salt Lake whose briny water supports you as a cushion. You *can't* sink! An amazing sensation! All the mountain sports you care to enjoy—within easy reach.

You'll want to see some of the world's most productive mines—near Salt Lake City. Utah is the leading western mining state; in 1926 ranked first among all states in silver production; second in lead; third in copper; fourth in gold. Utah metal mines paid $15,073,500 in dividends last year. The value of the mineral production was $119,270,000 in 1926. Coal and iron in almost unlimited quantities are found here; Utah is the steel producing state of the West. Salt Lake City, served by six railroad trunk lines, is the central distributing point for the Intermountain Territory, with a population of nearly 2,000,000.

And while here, take a few more days to see the stupendous scenic wonderlands of Utah—Zion National Park, Cedar Breaks, Bryce Canyon, and on through the Kaibab Forest to the north rim of the Grand Canyon of the Colorado; or northward to Yellowstone—all reached over railroads and splendid auto highways from Salt Lake City, "*Center of Scenic America.*"

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I am planning to visit Salt Lake City. Please send information on the subjects checked.

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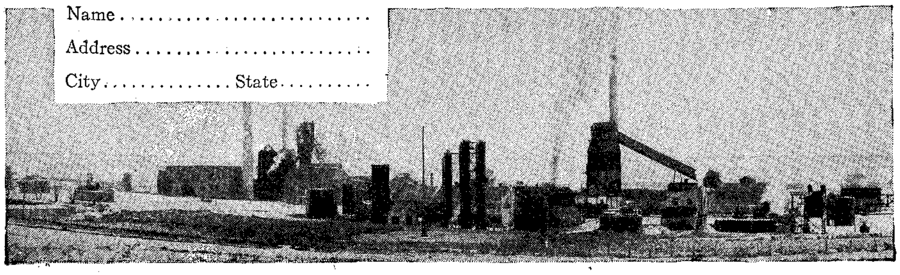
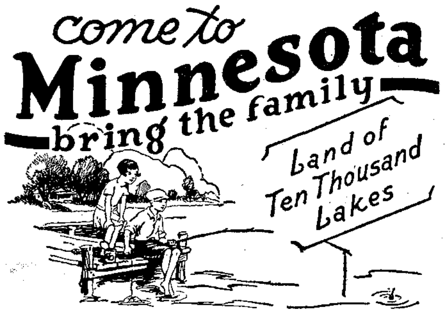
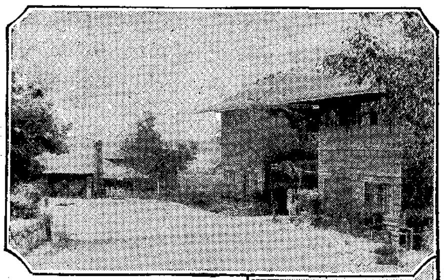
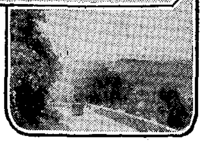

Blast Furnaces in Operation near Salt Lake City







IT'S a great place for family parties. There are so many interesting things to see—so much to do—bathing in crystal clear lakes (with shallow sandy beaches for the kiddies), fishing, boating, hiking, motoring, golf, tennis, etc. Enjoy yourself to the utmost in Minnesota's healthful summer climate. Bracing air—cool nights—sound sleep.

Every type of accommodation available at reasonable rates—lake cottages, log cabins in the woods, modern resort hotels with every convenience and comfort. Many attractive tourists' camps. Good roads everywhere, through an everchanging variety of scenic beauty.

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THE REALM OF SUMMER PLAYDAYS—*Continued*

IN THE SCENIC RANCH COUNTRY

Eastward of the belt of national parks and monuments we are surveying lie two regions of historic, tourist, and natural interest.

The first is the Black Hills region of South Dakota, these heights rising from the surrounding plains and containing Custer State Park and the Harvey National Forest. The motor approach is by the Custer Battlefield Highway and connections. In this region is located the Wind Cave National Park, estimated to contain 100 miles of subterranean passages.

Rail gateways include Belle Fourche (Chicago & North Western system), Rapid City and Fairburn (Chicago & North Western system) and Hot Springs on the Burlington Route and the Chicago and North Western.

The second region, the Big Horn country, lies midway between the Black Hills and the Rockies. Most of its peaks, canyons, rivers and lakes are included in the Big Horn National Forest. Here again the Custer Battlefield Highway and connections provide a motor route, and Sheridan on the Burlington Route is the principal Eastern rail gateway.

Throughout these regions dude ranches abound. To those of our readers who are interested in obtaining information on this form of recreation we will mail on application the list of such ranches.

IN THE SALT LAKE COUNTRY

On a line almost directly south of the Yellowstone country are the waters of Salt Lake and one of the West's most interesting cities, named after this unusual waterway. Salt Lake City is the center of sixty-two national parks and monuments. This historic and attractive city rises in the heart of the Rockies 4,300 feet above sea level, with a mean annual temperature of 54 degrees.

Seven magnificent canyons—each different—border Salt Lake City, and a twenty-minute walk from the center of the city's business district brings one into the mountains. The Temple Square and other landmarks remind the visitor of the early history of the city.

Its rail service includes the Union Pacific, the Western Pacific and the Denver & Rio Grande Western.

DINOSAUR NATIONAL MONUMENT

This reservation, close to the northeastern corner of Utah, is reached by motor-car from Jensen, Utah, on the Victory Highway between Salt Lake City and Denver. It contains the fossil remains of prehistoric animals of great scientific interest.

ZION, A REALM OF FANTASY

From Salt Lake City the rail pathway leads south through Utah to the amazing glories of Zion. For a hundred miles across the desert the Vermilion Cliff and White Cliff of Zion National Park rise like giant sentinels of this natural treasure house.

The motor-car takes visitors from Cedar City, terminus of the branch from Lund on the Union Pacific System, through the Sevier National Forest to the painted buttresses of gorgeous Cedar Breaks, thence through the Kaibab National Forest to Bryce Canyon National Monument, with its temples, cathedrals and statues carved and exquisitely colored by the Great Architect, Sculptor and Artist. The climax of all spectacles is that seen when, after journeying on, the traveler enters the portals of Zion between the Eastern and Western Temples. In the words of the government booklet:

"Extraordinary as are the sandstone forms, the color is what most amazes. The gorgeous red of the Vermilion Cliff is

At noon—each day

JAPAN TEA

For better afternoons

About the middle of the afternoon, ambition fails you.

You yawn. You dawdle. And you're anything but pleased with yourself when the afternoon is gone and you've so little done to show for it.

Well, then, try this. At noon, prepare for four o'clock fatigue.

Relax, after luncheon, over a cup or two of refreshing Japan Green Tea.

Drink it slowly. *Linger* over it.

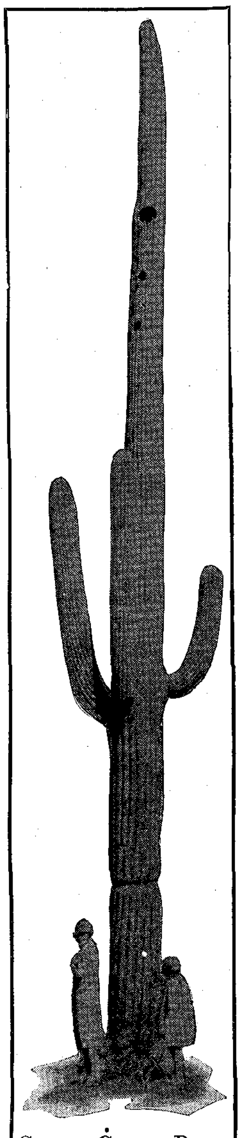
Repeat daily. And—no more listless afternoons. You're fresh and wide awake all through the day.

Japan Tea is tea at its best—tea in its *natural* state, uncolored and unfermented, with all the flavor-laden juices of the fresh leaves preserved by immediate sterilization.

Specify Japan Green Tea when you buy. Put up for the home in packages under various brands. Several grades and prices. The best will cost you only a fraction of a cent a cup

the prevailing tint. Two-thirds the way up these marvelous walls and temples are painted gorgeous reds; then, above the reds, they rise in startling white. Sometimes the white is surmounted by a cap of vivid red, remains of another red stratum which once overlay all. The other colors are many and brilliant. The Vermilion Cliff rests upon 350 feet of even a more insistent red relieved by mauve and purple shale. That in turn rests upon a hundred feet of other variegated strata.

"Through these successive layers of sands and shales and limestones, colored like a Roman sash, glowing in the sun like a rainbow, the Mukuntuweap River has cut its amazing valley."


Giant Cacti Raise Their Ghastly Forms From the Desert

From Zion National Park one may continue by motor road to the north rim of the Grand Canyon. Following this route we come upon Pipe Spring National Monument, preserving in the heart of the desert an extraordinary spring, pure, cold, and flowing at the rate of a hundred thousand gallons each day; also containing ruins of an old pioneer fort.

SCENIC MASTERPIECE OF THE WORLD

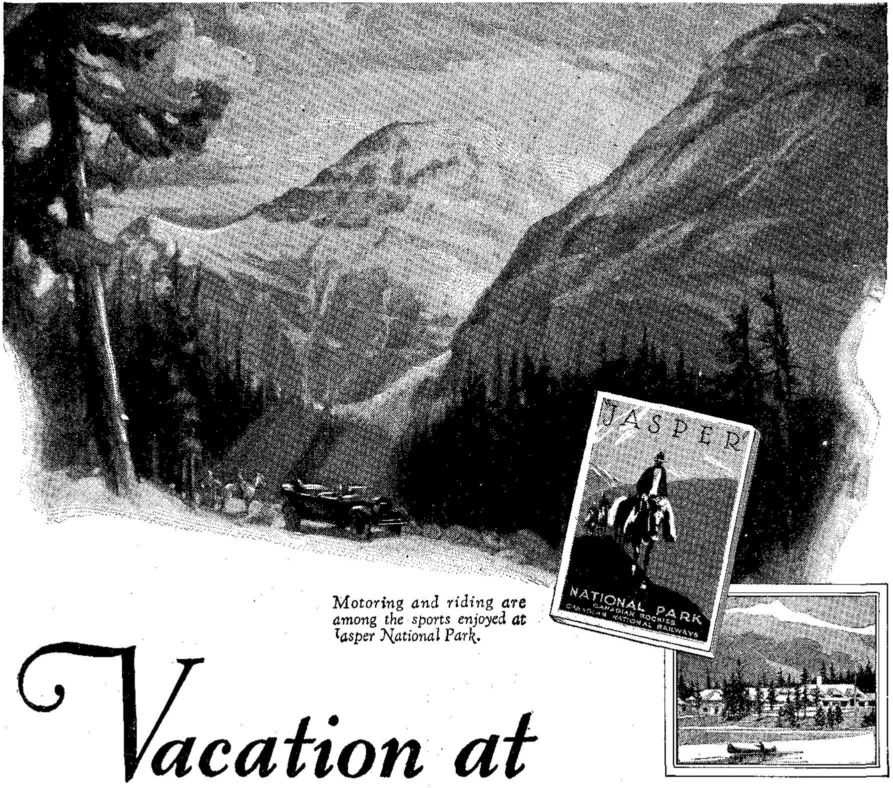
The Grand Canyon of Arizona is Nature's most stupendous creation among chasms of the earth. It is great, more than 200 miles in length, ten to twelve miles in breadth, more than a mile deep. But it has more than dimensions. It is, as Robert Sterling Yard says in "The Book of the National Parks," "a pageant of creation." . . . "The Grand Canyon is not of America but of the world. None see it without being deeply moved—all to silence, some even to tears. It is charged to the rim with emotion; but the emotion of the first view varies. Some stand astounded at its vastness. Others are stupefied and search their souls in vain for definition. Some tremble. Some are uplifted with a sense of appalling beauty. For a time the souls of all are naked in the presence."

No detailed description is possible here, the tourist view-points of this huge spectacle being so numerous and each comprising such vast spectacles.

We have spoken already of the approach to the northern rim via motor highway route from Zion National Park. This road reaches the rim at Bright Angel Point, beginning of the Bright Angel Trail to the Canyon's depths.

The rail gateway is Grand Canyon Station on the southern rim, reached by a division from the main transcontinental line of the Santa Fé System, sixty-four miles north of Williams. Through Pullman cars are operated to the Canyon direct. Tourists' headquarters are at the famous El Tovar Hotel. Motor tourists approach the south rim from Williams on the National Old [illegible]

CHOOSE A CANADIAN NATIONAL VACATION THIS YEAR



Motoring and riding are among the sports enjoyed at Jasper National Park.

Vacation at

Jasper National Park

Guarded by Natures Grim Grenadiers

The Snow Capped Peaks of the Canadian Rockies

PLAN to visit the Canadian Rockies this summer. See the towering snow-capped peaks, ghost-like glaciers, yawning canyons, rushing rivers and primeval forests of this mountain wonderland—mile upon mile of nature in her grandest mood. And the finest of all this rugged splendor is found in that 4400 square miles which is Jasper National Park.

Visit this vacation paradise, making your headquarters at Jasper Park Lodge. Here—climb with Swiss guides, hike, ride, golf, swim or rest; and in the evenings join in the social life of the Lodge. Rates $7.50 a day up, American Plan. Accommodation for 425 guests. Open from May 21st to September 30th. Jasper Golf Week, September 10th to 17th.

From Jasper take the Triangle Tour of British Columbia, by train down the beautiful Skeena River Valley to Prince Rupert, thence by palatial Canadian National steamer through sheltered seas to Vancouver, returning by rail along the roaring Thompson and Fraser River Gorges.

For information concerning Jasper National Park send coupon to our nearest office or call for literature listed.

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706 Grand Ave.
Los Angeles
607 So. Grand Ave.
Minneapolis
518 Second Ave. So.
New York
505 Fifth Ave.
Philadelphia
1500 Chestnut St.
Pittsburgh
355 Fifth Ave.
Portland, Me.
Grand Trunk Ry. Sta.
Portland, Ore.
122 Third St.
St. Louis
314 No. Broadway
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The Resolute—built for tropical service—is the ideal cruising steamer with magnificent public rooms; large, airy cabins; sunlit tiled swimming pool and spacious decks.

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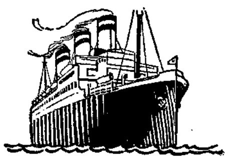


THE REALM OF SUMMER PLAYDAYS—*Continued*

NATURAL BRIDGES NATIONAL MONUMENT

East of Zion's flaming wonder lie other natural formations of compelling interest. In the Natural Bridges National Monument we have three rocky spans, among the greatest of such formations in the world. The largest here has a span of 261 feet with a height of 157 feet.

The approach is by trail fifty-five miles from Blanding, Utah, on the Denver & Rio Grande Western Railroad, the motor highway from Colorado points via Mesa Verde National Park, and the road from Thompson, Utah, on the Pike's Peak Ocean-to-Ocean Highway.

RAINBOW BRIDGE NATIONAL MONUMENT

Southwest of the Natural Bridges National Monument is that natural wonder long sought, on the basis of Indian rumor, by the white man and only discovered by him in recent years, the Rainbow Bridge, now protected by the Government in the Rainbow Bridge National Monument. William Boone Douglass, the first white man to see the Bridge, described it thus: "Silhouetted against a turquoise sky was an arch of rainbow shape, so delicately proportioned that it seemed as if some great sculptor had hewn it from the rock. Its span of 270 feet bridged a stream of clear, sparkling water, that flowed 310 feet below its crest. The world's greatest natural bridge had been found. . . . Beneath it, an ancient altar bore witness to the fact that it was a sacred shrine of those archaic people, the builders of the weird and mysterious cliff-castles seen in the Navajo National Monument."

Until recently accessible only by a long and difficult trail journey, Rainbow Bridge is now easily reached, and accommodations are available in a convenient and attractive lodge located at Navajo Mountain, a day's drive from Flagstaff, Arizona, on the Santa Fé System through continuously marvelous scenery, including the famous Painted Desert. Detailed information may be obtained by addressing the Rainbow Lodge, Cameron, Arizona.

HOVENWEEP AND YUCCA HOUSE

On the Utah-Colorado line four groups of prehistoric towers, pueblos and cliff dwellings are preserved in the Hovenweep National Monument, located about 50 miles west of the Mesa Verde National Park and within a mile of the road between Dolores, Colorado, on the Denver & Rio Grande Western Railroad, and Bluff, Utah.

Near Hovenweep, in southwestern Colorado, Yucca House National Monument, on the slope of Sleeping Ute Mountain, contains ruins of a prehistoric village having extraordinary archeological importance. This Monument is just off the well-traveled road from Cortez, Colorado, to Ship Rock, New Mexico, about fifteen miles south of Cortez.

MESA VERDE NATIONAL PARK

To the visitor who crosses the green table-land to this historic treasure house, the curtains of the mysterious past are drawn partially aside, revealing the structures of a race thought to date back to 1300 A. D.

"The remains of this advanced civilization," says the government handbook, "of quality so greatly beyond its neighbors, may be seen and studied by all who choose to visit the Mesa Verde National Park. It is an experience full of interest and pleasure. There are many canyons, and many ruins in each canyon. There are ruins yet unexplored. There are several mounds, like that under which Sun Temple was discovered, yet unearthed. . . . Antiquities are not the only attractions in the Mesa Verde National Park. Its natural beauties should not be overlooked."

Motor-cars meet trains arriving at Mancos on the Denver & Rio Grande Western Railroad, and motor-coaches carry tourists to the Park from Gallup on the Santa Fé System.

COLORADO NATIONAL MONUMENT

In Western Colorado, a region containing lofty monoliths, unusual examples of erosion, impressive beyond description, is included in this national reservation. The approach is from Grand Junction on the Denver Rio Grande Western system and by the National Roosevelt Midland Motor Trail and the Pike's Peak Ocean-to-Ocean Highway.

ROCKY MOUNTAIN NATIONAL PARK

Quoting again from the booklet published by the Department of the Interior: "The Rocky Mountain National Park is in Colorado, about seventy miles by road or rail northwest of Denver. Find Longs Peak on a good map and you will have the center of the 400 square miles of snow-topped mountains which constitute the park. . . .

"One of the striking features of the Rocky Mountain National Park is the easy accessibility of these mountain-tops. One may mount a horse after early breakfast in the valley, ride up Flattop to enjoy one of the great views of the world, and be back for late luncheon. The hardy foot traveler may make better time than the horse on these mountain trails. One may cross the Continental Divide from the hotels of one side to the hotels of the other between early breakfast and late dinner, or motor between these points via the Fall River Road in four hours. Three railroads to Denver skirt its sides, and Denver is only thirty hours from St. Louis and Chicago.

"The prominent central feature of the Rocky Mountain National Park is Longs Peak" [the subject of our cover design this week]. "It rears a square-cornered, box-like head well above the tumbled sea of surrounding mountain-tops. There is no region in America where glacial records of such prominence are more numerous and more easily reached and studied than in the Rocky Mountain National Park. . . . A new automobile trip, a grand circuit of Colorado's beauties, that forms one of the most attractive and impressive of the scenic trips of our country, is now possible since the completion of the Fall River road crossing the Continental Divide within the Rocky Mountain National Park.

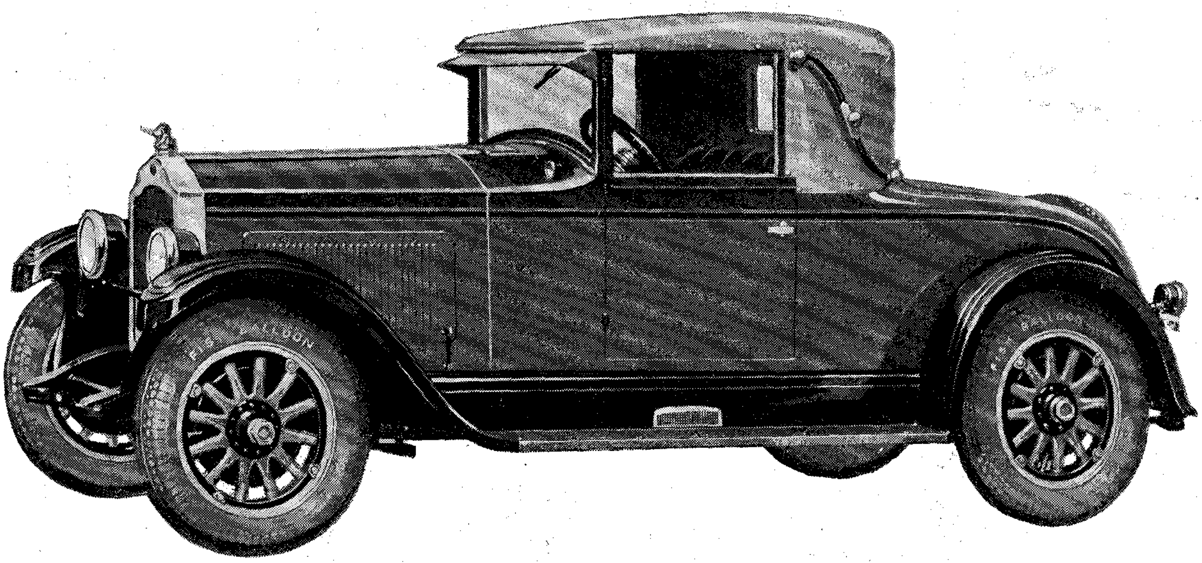
"The trip starts from Denver, goes through the Rocky Mountain National Park, crosses the Continental Divide, reaches Grand Lake, crosses the Continental Divide again at Berthoud Pass, traverses the Denver Mountain Parks, and returns to Denver, having completed without any duplication 236 miles of comfortable travel through magnificent country, full of interest and variety."

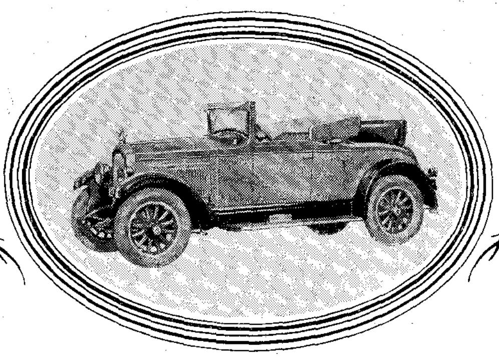
There are numerous gateways, including the following:

Each side of the park is easily reached from Denver. On the east Estes Park village is a favorite motor gateway, having also stage connections with Fort Collins and Boulder on the Colorado and Southern and Union Pacific System; Loveland on the Colorado and Southern; Lyons on the Burlington Route; Longmont on the Colorado and Southern and Burlington routes. Distances from these points to the park vary from twenty-three to forty-four miles. On the west the main entrance is at Grand Lake, connected with Denver by motor-stage as well as with Granby on the Denver and Salt Lake Railway. Allens Park village, the southern entrance, is reached by motor-stages from Lyons and Longmont. Rocky Mountain National Park may be included in a parks-to-parks trip embracing Mesa Verde, Yellowstone and Glacier National Parks.

2 complete cars in ONE

THE "70" WILLYS-KNIGHT *CABRIOLET* COUPE





Open or closed . . . with dickey seat . . . holds four.

A MOST accommodating dual-purpose car, this celebrated "70" Willys-Knight Six Cabriolet Coupe. Now, a closed car—cozy, warm, weatherproof. Then, with no trouble, it readily transforms into a dashing roadster, affording all the fresh air and freedom of the conventional type of roadster.

No other car is so richly equipped with advantages:—

The Knight Sleeve-valve Engine—The only type of engine that actually *improves* with use.

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4-Wheel Brakes—Positive, mechanical, quick-acting.

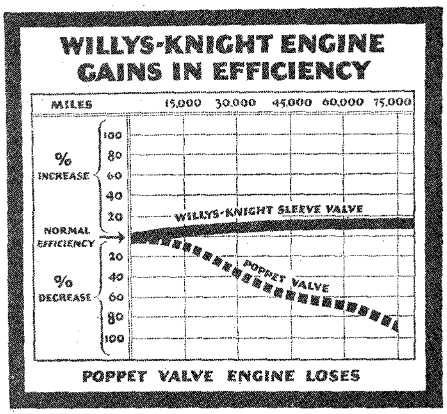
Belflex Shackles—Patented spring shackles that make the chassis lastingly quiet. No greasing or adjustment.

8-Timken Bearings in Front Axle—Twice as many as in most fine cars. Easiest steering you have ever known.

Light Control at Steering Wheel—Within easy finger reach. Convenient as a wrist-watch.

Narrow Body Pillars at Windshield—Insuring greater vision. An added safety factor. When all the other cars are so equipped, accidents will be reduced to a minimum.

Gabriel Snubbers—Air-Cleaner—Thermostatic Temperature Control.



"70" Willys-Knight Six, $1295 to $1495. Willys-Knight Great Six, $1850 to $2850. Prices f. o. b. factory and specifications subject to change without notice. Willys-Overland, Inc., Toledo, Ohio. Willys-Overland Sales Co., Ltd., Toronto, Canada.

WILLYS-KNIGHT SIX

Bienvenue a Quebec

MOTOR
as thru France

DRIVE up to Québec, via St. Lawrence or Champlain, Housatonic or Connecticut valleys. Good roads all the way. A quick run, and you'll be driving past villages and farms like Normandy. Signs in French. Funny little houses. Wayside shrines. Quaint peasant costumes. Children who call "Allo! Allo!" from the fields.

Then Québec . . . the great gates, the ramparts, the frowning citadel, Chateau Frontenac. Ablaze with lights and laughter, is a 17th century Norman town, steeply sloping down to the mile-wide St. Lawrence. Little old churches, serene and still . . . narrow, twisting streets, eloquent with the past. Picturesque cabbies with ancient *calèches* . . . dark-eyed beauties with rippling French tongues. You can drop back into the past any day you will, and be in 1927 again by tea-time.

Bring your golf clubs. Prepare to revel in hotel service, the like of which you have rarely experienced. Spring is a beautiful song in Québec. Information from Canadian Pacific, 344 Madison Ave., at 44th, New York; 71 E. Jackson Blvd., Chicago, or Chateau Frontenac, Québec, Canada.

Chateau Frontenac

THE REALM OF SUMMER PLAYDAYS—*Continued*

DENVER, GATEWAY CITY

Denver, at the crossroads of the Colorado Rockies, is a tourist city of first importance. It is a resort in itself and a gateway to a dozen National Parks and more than thirty National Monuments.

One may come to Denver by nearly a score of rail routes and by through motor highways. Within this "mile high" city are varied points of interest, and the visitor need not leave its limits to taste of the Rocky Mountain glories, for no other municipality has a system of mountain parks of comparable size or scenic charm, all accessible by motor boulevards and roads. In all directions scenic rail and motor trips are available in almost bewildering variety. All leading rail systems have special Colorado tours through the Denver approach.

Denver is rail center for the Burlington Route; the Chicago, Rock Island & Pacific; the Colorado & Southern; the Denver and Intermount; the Denver & Rio Grande Western; the Denver and Salt Lake; the Santa Fé; and the Union Pacific systems.

PIKE'S PEAK REGION AND ITS CAPITAL

South of Denver, rising against the horizon to a height of more than 14,000 feet, is the peak first seen by Zebulin Pike in 1806 and now bearing his name. It is the sentinel marking the Pike's Peak Region, protected by the Pike's Peak National Forest, and almost under its shadow is the tourist capital of this scenic wonderland, Colorado Springs.

Among the diversity of scenic attractions are Manitou, the ascent of Pike's Peak, Ute Pass, Cheyenne Canyon, Garden of the Gods, Cave of the Winds, Platt Canyon, etc.

Beyond Colorado Springs—reached by the Chicago, Rock Island; Colorado and Southern; Denver & Rio Grande Western, and Santa Fé systems—the Denver & Rio Grande Western transcontinental route turns westward at Pueblo, penetrating the Royal Gorge and the scenic "Circle Tour" of central and southern Colorado Rockies, Parks and Monuments.

WHEELER NATIONAL MONUMENT

In southwest central Colorado, reached by saddle horse from Wagon Wheel Gap on the Creede branch of the Denver & Rio Grande Western system, is situated the Wheeler National Monument, with about 400 acres of fantastic volcanic formations, weird and spectacular.

NAVAJO NATIONAL MONUMENT

Up in the northeastern corner of Arizona the Navajo National Monument protects for posterity the ruins of a prehistoric cave and cliff dwelling, thought, owing to an inscription, to have been first discovered by the Spanish explorers in 1661. The approach is from Flagstaff, on the Santa Fé System, and National Old Trails Highway, thence by dirt road.

WUPATKI NATIONAL MONUMENT

Thirty-five miles from Flagstaff on the Tuba Road is this reservation, including two sections west of the Little Colorado River embracing thirty-five prehistoric ruins.

MONTEZUMA CASTLE MONUMENT

Montezuma Castle is a "true cliff dwelling" built into a cavity of vertical rock with neighboring dwellings, all believed to be of Stone Age origin. Flagstaff is the gateway by rail. Another approach is from Prescott (Santa Fé System) and highway between Ashfork and Phoenix.

FORESTS THAT ARE NOW STONE

In the Petrified Forest National Monument we may look upon the prostrate trunks of great trees which lived ages ago but are now turned to colorful stone. There are three divisions: First Forest, Second Forest, Third or Rainbow Forest.

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ACTS LIKE MAGIC
ON TIRED, TENDER, SMARTING, SWOLLEN, SWEATY FEET
25 CENTS — ALL DRUGGISTS

From Adamana and Holbrook on the Santa Fé system transportation is available by motor-car.

DESERT FLORA AT CLOSE RANGE

For visitors to the Papago Saguaro National Monument the Government has set aside nearly two thousand acres containing all the flora characteristic of the Arizona desert, including the giant Saguaro Cactus and many other species of cacti. The Monument is on the main highway between Phoenix and Tempe.

A RELIC WHICH MAY ANTEDATE CHRISTIANITY

Remains of a prehistoric community may be seen in the Casa Grande National Monument.

Motor transportation from Casa Grande Station on the Southern Pacific system provides access.

WHERE THE MISSION FATHERS WORSHIPED

In the Tumacacori National Monument is preserved the picturesque ruin of an ancient Spanish Mission erected by Jesuit priests in the seventeenth century, known at that time as the Mission San José de Tumacacori and founded by Father Eusebio Francisco Kino.

Tucson and Nogales on the Southern Pacific system are the rail gateways; thence by motor-coach.

A 500-ROOM PREHISTORIC APARTMENT

In the northwestern corner of New Mexico is the Aztec Ruin National Monument, a communal house of five hundred rooms built with the implements of the Stone Age. The Monument is within a mile of Aztec, on the division of the Denver & Rio Grande Western system.

VOLCANO RISING FROM A PLAIN

On the opposite corner of New Mexico, Capulin Mountain National Monument encloses an extinct volcano of impressive appearance rising some 1,500 feet from the surrounding plain. Folsom, on the Colorado and Southern Railroad, is six miles distant, and Dedham, on a branch of the Santa Fé, three miles away. A motor road leads from the base to the rim of the crater, connected with the Colorado to Gulf Highway.

PREHISTORIC ARCHITECTURE

Southeast of the Aztec Ruin above referred to is another remarkable archeological exhibit in Chaco Canyon National Monument.

It is accessible by motor from Thoreau on the Santa Fé system and National Old Trails Highway.

A ROCK OF HISTORIC INSCRIPTIONS

In west central New Mexico, reached by road from Gallup on the Santa Fé system, rises a huge varicolored sandstone rock bearing the inscriptions of five of New Mexico's early Spanish governors and also of the padres and soldiers who journeyed thither in the sixteen hundreds. It is protected under the title of El Morro National Monument.

EARLIEST CHURCH OF THE SOUTHWEST

In the Gran Quivira National Monument are preserved ruins of an ancient church built about 1620 by the Spaniards. Mountainair on the Santa Fé system is the rail gateway; thence by motor-car.

THE MASTERPIECE OF CAVERNS

In the Guadalupe Mountains of southeastern New Mexico nature has carved a subterranean wonder unapproached elsewhere in the whole world. It is now a part of the Carlsbad Cave National Monument, twenty-six miles from Carlsbad on a branch of the Santa Fé and on the Ozark Trails motor route.

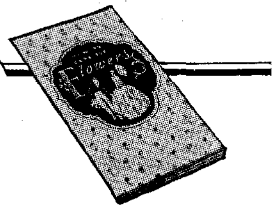
There are no flowers in MOTHER'S GARDEN *as sweet as those* YOU *send*

FLOWERS travel the highway from your heart to hers. In a fragrant whisper they tell the tender thoughts you've been a-treasuring. As she clasps *your* flowers closely to her hungering heart, *Mother* will understand—as she always has.

You can always send flowers to Mother—*by wire*. This service was instituted by an organization known as the Florists Telegraph Delivery Association, comprising thousands of bonded members in the United States and Canada, who send flowers to all parts of the world.

Say it with Flowers

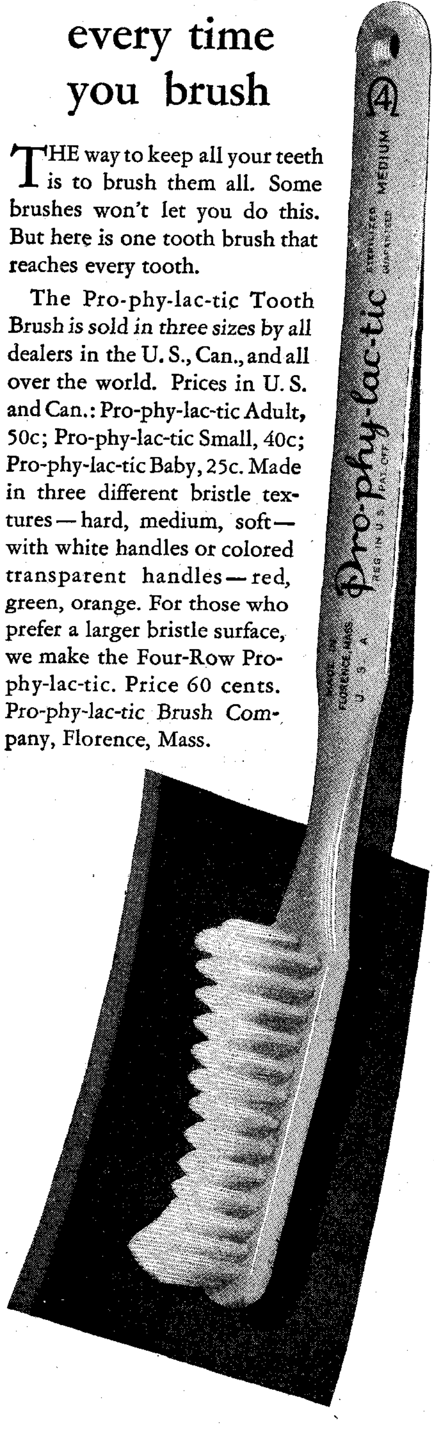
Send 10c (coin or stamps) to cover mailing cost for beautifully illustrated, helpful book: *How to Care for Flowers.* Society of American Florists, 247 Park Ave., New York City

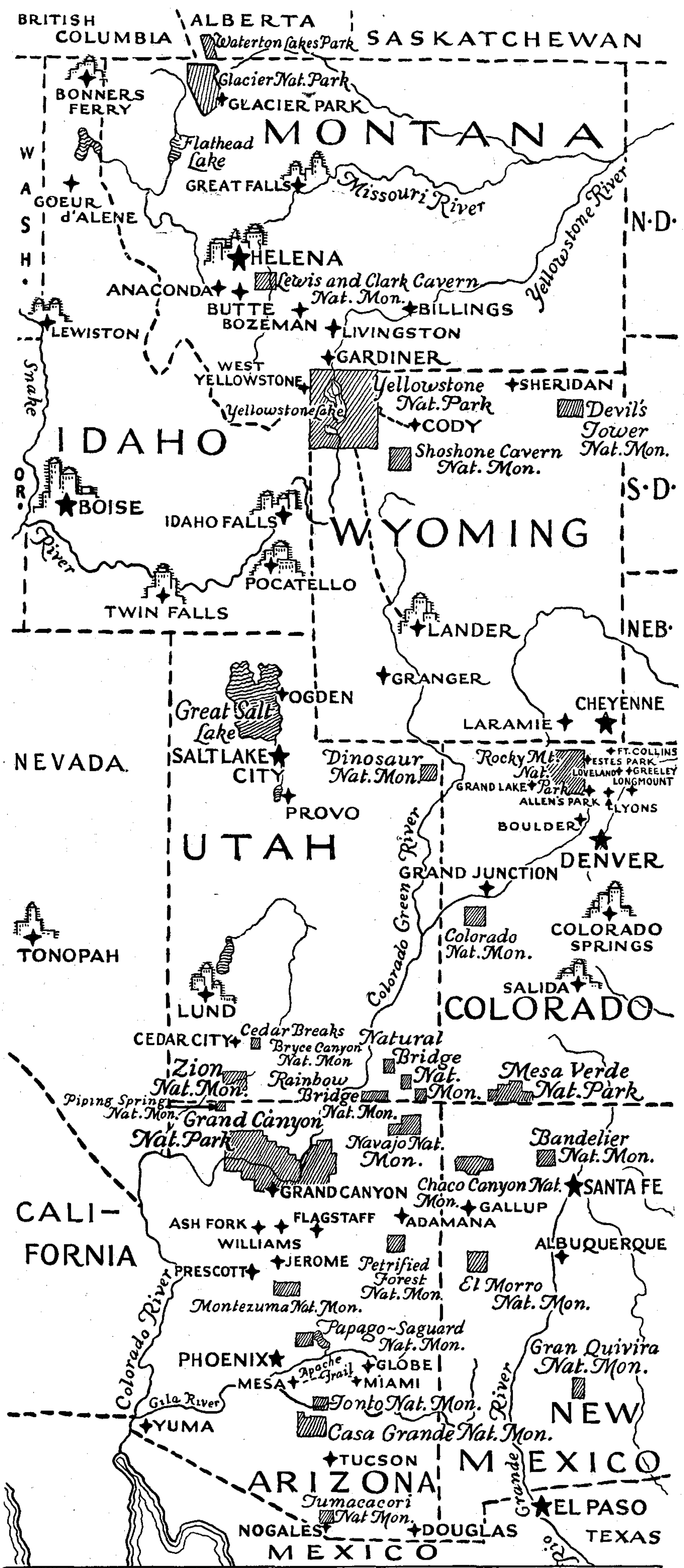


This tooth brush *reaches every tooth* every time you brush

THE way to keep all your teeth is to brush them all. Some brushes won't let you do this. But here is one tooth brush that reaches every tooth.

The Pro-phy-lac-tic Tooth Brush is sold in three sizes by all dealers in the U. S., Can., and all over the world. Prices in U. S. and Can.: Pro-phy-lac-tic Adult, 50c; Pro-phy-lac-tic Small, 40c; Pro-phy-lac-tic Baby, 25c. Made in three different bristle textures — hard, medium, soft — with white handles or colored transparent handles — red, green, orange. For those who prefer a larger bristle surface, we make the Four-Row Pro-phy-lac-tic. Price 60 cents. Pro-phy-lac-tic Brush Company, Florence, Mass.


4
MEDIUM
Pro-phy-lac-tic
REG IN U.S. PAT OFF
MADE IN FLORENCE, MASS. U. S. A.


BRITISH COLUMBIA
ALBERTA
Waterton Lakes Park
SASKATCHEWAN
Glacier Nat. Park
GLACIER PARK
BONNERS FERRY
MONTANA
Flathead Lake
GREAT FALLS
Missouri River
Yellowstone River
N·D·
WASH.
COEUR d'ALENE
HELENA
Lewis and Clark Cavern Nat. Mon.
ANACONDA
BUTTE
BOZEMAN
BILLINGS
LIVINGSTON
LEWISTON
GARDINER
WEST YELLOWSTONE
Yellowstone Lake
Yellowstone Nat. Park
SHERIDAN
Devil's Tower Nat. Mon.
CODY
Shoshone Cavern Nat. Mon.
Snake River
IDAHO
S·D·
ORE.
BOISE
IDAHO FALLS
WYOMING
POCATELLO
TWIN FALLS
LANDER
NEB·
GRANGER
OGDEN
Great Salt Lake
LARAMIE
CHEYENNE
NEVADA
SALT LAKE CITY
Dinosaur Nat. Mon.
Rocky Mt. Nat. Park
FT. COLLINS
ESTES PARK
LOVELAND
GREELEY
LONGMOUNT
GRAND LAKE
ALLEN'S PARK
LYONS
PROVO
BOULDER
UTAH
Green River
DENVER
GRAND JUNCTION
Colorado Nat. Mon.
COLORADO SPRINGS
TONOPAH
Colorado River
SALIDA
LUND
COLORADO
CEDAR CITY
Cedar Breaks
Bryce Canyon Nat. Mon.
Natural Bridge Nat. Mon.
Zion Nat. Mon.
Rainbow Bridge Nat. Mon.
Mesa Verde Nat. Park
Piping Springs Nat. Mon.
Grand Canyon Nat. Park
Navajo Nat. Mon.
Bandelier Nat. Mon.
GRAND CANYON
Chaco Canyon Nat. Mon.
SANTA FE
CALIFORNIA
ASH FORK
FLAGSTAFF
ADAMANA
GALLUP
WILLIAMS
ALBUQUERQUE
PRESCOTT
JEROME
Petrified Forest Nat. Mon.
El Morro Nat. Mon.
Montezuma Nat. Mon.
Papago-Saguard Nat. Mon.
Gran Quivira Nat. Mon.
PHOENIX
GLOBE
Apache Trail
MESA
MIAMI
Gila River
Tonto Nat. Mon.
Rio Grande River
YUMA
Casa Grande Nat. Mon.
NEW MEXICO
TUCSON
ARIZONA
Tumacacori Nat. Mon.
EL PASO
NOGALES
DOUGLAS
TEXAS
MEXICO

The GREAT WESTERN PARK BELT

Drury College Library
Springfield, Missouri

CALIFORNIA—A SUMMER PARADISE

California in the summer-time is one vast playground. "From Siskiyou to San Diego, from the Sierra to the sea," its mountains and forests and beaches provide summer thrills and comfort for an ever-increasing number of tourists by train and motor. Nor is this surprizing. California has in San Francisco the coolest summer city in America. For 760 miles the State fronts the ocean and at a score of famous beaches offers water-sports or idling by the surf of the turquoise-blue Pacific. And back half a day's motoring from that lazy golden shore rise America's loftiest snow-capped mountains—peaks towering more than 14,000 feet above sea-level. In between, bordering the waters of the Sacramento and San Joaquin or nestling amid the friendly mountains of the Coast Range, lie the warm valleys where grapes and peaches, oranges and pears, prunes and raisins, olives, walnuts, apricots, slowly ripen for the world's markets under the never-failing sun.

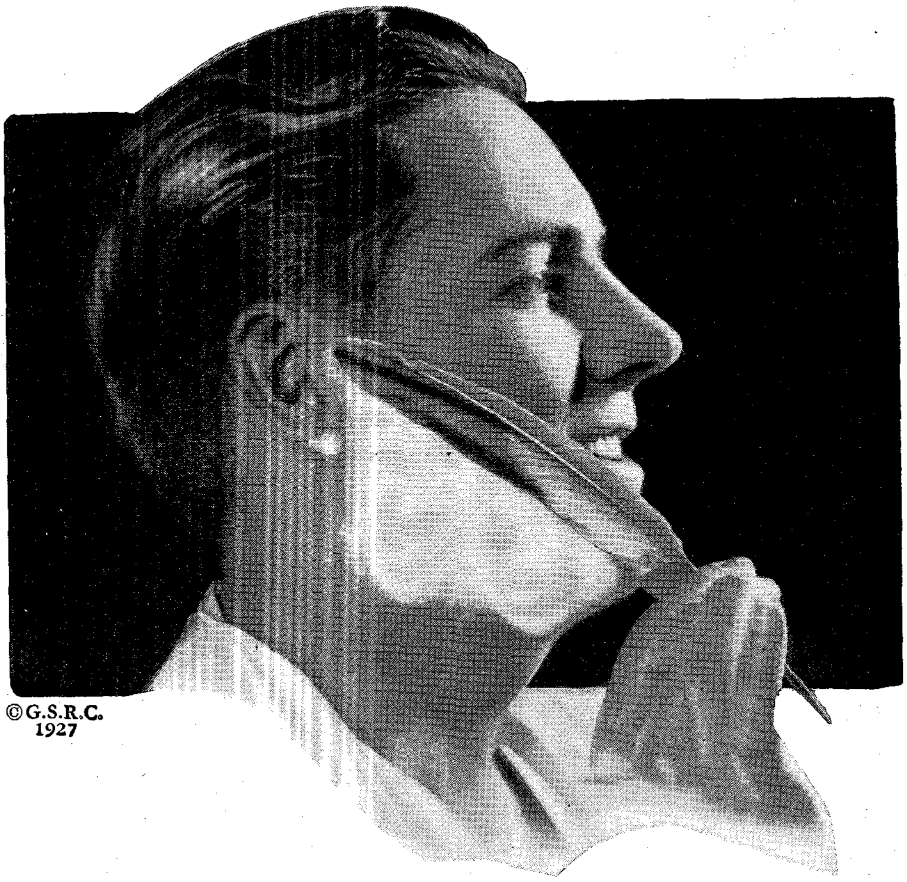
It never rains in California from May to September. There are no thunder-storms, no cyclones, no stifling days of high humidity. Instead clean, fresh winds blow from the Pacific, bracing in their coolness, and bringing enough moisture to provide an ideal out-door climate. That is why summer-time in California is the perfect season for the family planning a motor tour or a vacation when every day must contribute its share of pleasure to be stored up for the workaday year.

An enormous State with every variety of altitude, climate, and topography, California can not be "done" in one year or two. One could return every summer for five years and still hear of places and scenes to arouse curiosity and desire. But now as always it is possible to see the outstanding attractions quickly and cheaply. A transcontinental Pullman takes one direct to the colorful metropolitan seaport of San Francisco, with its great Bay and its Golden Gate and its encircling mountains, in two business days from Chicago. On the way via the Overland Route of the Southern Pacific a special Pullman will bring the traveler right to the shore of Lake Tahoe, a body of water twenty-three miles long and thirteen miles wide, its surface 6,280 feet above sea-level, with just room along its forested shores for summer hotels and cottages before the Sierran peaks rise sheer another three to four thousand feet. Yosemite Park lies straight east of San Francisco, a few hours' motor ride away. Fast trains carry one from San Francisco Bay to Santa Cruz and the Monterey Peninsula in three hours and a half, while the drive on concrete-paved roads, past two old Missions, takes scarcely longer. The Redwood Empire with its world-famous groves of 300-foot trees is equally accessible to the north of San Francisco, by train or motor.

At Los Angeles, too, one steps from a through Pullman into the heart of a playground. Los Angeles is the metropolis of the Pacific Coast and is the only city west of Chicago with a population running over a million. It is in the heart of what has been called the great Orange Empire, and is the starting-point for innumerable pleasure trips which may last an hour, a day or a week. Hollywood is a ten-cent car-ride away. An hour by electric train brings one to a choice of superb beaches—Santa Monica, Venice, Ocean Park, Redondo, Long Beach, Balboa, Laguna—where movie stars and the world in general play in the surf.

Even nearer the city to the east lies Pasadena, starting-point for mountain hiking and cool resorts in the canyons of the majestic Sierra Madre, which rise to an elevation of 6,000 feet within a few miles of the city. In Pasadena may be found some of the finest homes in the United States, and the hotels within its borders are internationally famous. Pasadena is the city in which is held the famous Carnival of Roses.

(*Continued on page 72*)


©G.S.R.C. 1927

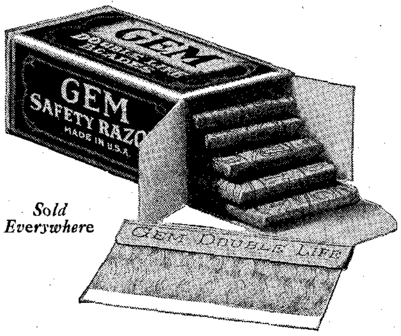
The *Light-touch* shave
scrape-less - scratch-less - pull-less

NO longer need tender skins or tough beards be painful! With the keen Gem Blade you can now enjoy Light Touch Shaves—so smooth, so clean, so *light* that you can't believe you've actually taken off the whiskers. Just rest the razor against your cheek—give it the gentlest pressure—and zippo! *every* hair is off at the base!

Because the Gem steel is thick and tough—it has the body to stand up under the long grind of the most rigorous edging process ever given a blade!

Because the Gem is reinforced with a solid steel backbone—the stiffest beard can't daunt it. It meets the whiskers rigidly, and removes them unerringly!

Because the Gem is sharpened with a degree of scientific care unique in blade-making, the edge is microscopically keen. It gets *every* hair at the dermal line at the lightest touch! Gem de Luxe Razor, $1. *At all dealers.*



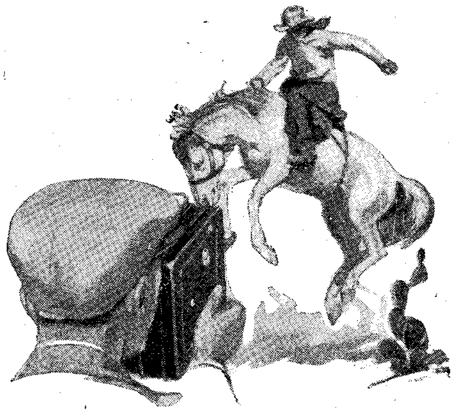
Sold Everywhere

We're so certain that you'll revel in these cool, luxurious Light Touch Gem Shaves that we make this offer: Write us, enclose ten cents in stamps to cover mailing, and a standard Gem Razor and test blades are yours with our compliments. We're glad to discuss your shave problems.

GEM SAFETY RAZOR CORPORATION
BROOKLYN, NEW YORK

GEM *Double Life* BLADES

Even *professional* cameramen endorse the *DeVry*



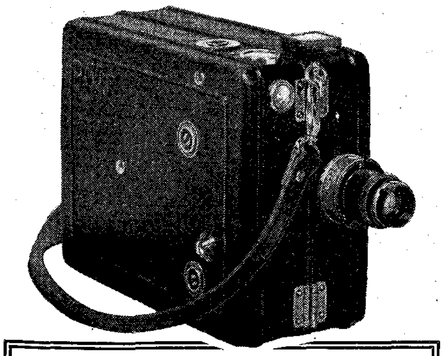
Although designed for *personal* movie making, the DeVry standard film automatic movie camera has won wide acceptance among professional cameramen. Every week news reel weeklies, even parts of feature production, are taken with this remarkable amateur camera.

And yet, taking movies with the DeVry is as easy as taking a snapshot. No cranking—no tripod—Just point the camera, *press the button* and you're taking movies—movies of permanent feature film brilliance because the DeVry uses Standard film, the kind that's used in Hollywood.

Send for Free Booklet

The DeVry takes 100 feet of film without reloading—has three view finders instead of one—can be loaded in daylight and is amazingly free from ordinary camera vibration. Yet the price is only $150.00—less than the cost of some "off-standard" film cameras. Send the coupon today for your FREE copy of our new book "Just Why the DeVry Takes Better Movies."

DeVry
Standard—Automatic
MOVIE CAMERA



COUPON

THE DEVRY CORPORATION
1111 Center Street, Dept. 6-LL, Chicago, Illinois

Please send me your new free book, "Just Why the DeVry Takes Better Movies."

Name..
Address.......................................
City.......................State...............

GETTING ACQUAINTED WITH AMERICA

To those who would know and see our own country the transcontinental trip is a necessity.

Attractive routes and combinations of routes intersect all of America's famous scenic regions.

In order to give even more intimate acquaintance with the regions through which they pass than can be obtained from the car window, many lines are supplementing their train services with motor-coach tours. Motor-coach transportation is also being used more extensively this summer as a connecting link between rail gateways and national parks and monuments.

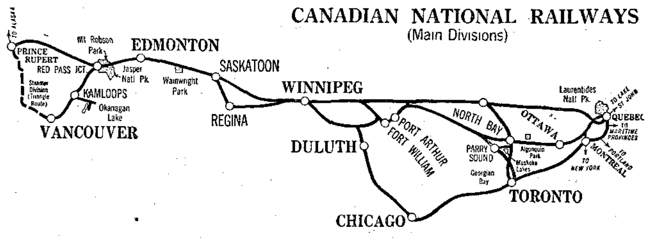
The Santa Fé will continue its Indian Detour through a most interesting part of New Mexico. The Union Pacific Zion National Park and Death Valley motor-coach tours in Utah and California will be featured. The Chicago, Milwaukee and St. Paul will have a coach service to Yellowstone National Park this year. The Union Pacific will also establish a tourists' lodge on the north rim of the Grand Canyon, extending its Utah coach service to this point. The St. Paul will establish a coach tour from its main line to Glacier National Park. The Great Northern System will have a motor-coach route through Glacier Park to Waterton Lakes Park, Canada.

Tourists desiring to see the most in their transcontinental journey should plan to go and return over different routes.

Maps and some leading features of the mail rail pathways to and from the Pacific Coast are presented in the table following.

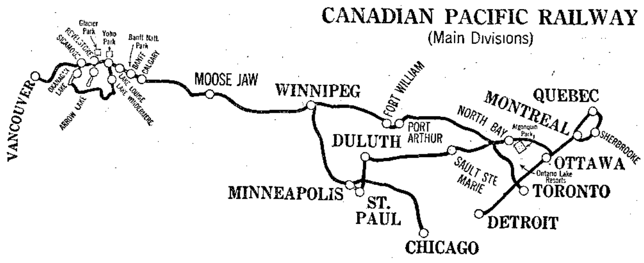
Canadian National Railways Route

From Maritime Provinces to Laurentians, Ontario resorts, Canadian Rockies—Jasper Park—British Columbia Triangle Tour, Vancouver, Alaska via Steamships, also Great Lakes Steamship Service.


CANADIAN NATIONAL RAILWAYS
(Main Divisions)
TO ALASKA
PRINCE RUPERT
Mt Robson Park
RED PASS JCT.
Jasper Natl Pk.
EDMONTON
Wainwright Park
SASKATOON
Steamer Division (Triangle Route)
KAMLOOPS
Okanagan Lake
VANCOUVER
REGINA
WINNIPEG
DULUTH
PORT ARTHUR
FORT WILLIAM
NORTH BAY
OTTAWA
Laurentides Natl Pk.
TO LAKE ST JOHN
QUEBEC
TO MARITIME PROVINCES
PARRY SOUND
Algonquin Park
Muskoka Lakes
Georgian Bay
TO NEW YORK
MONTREAL
TO PORTLAND
TORONTO
CHICAGO

Canadian Pacific Railway Route

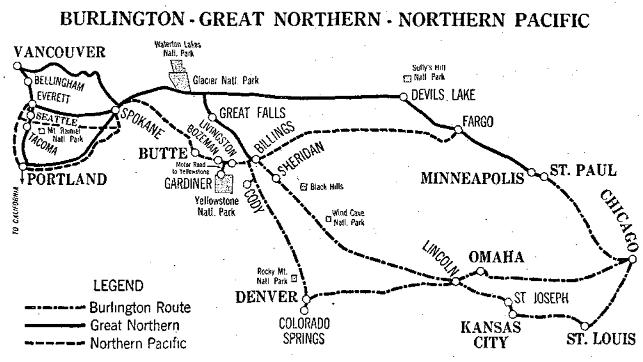
From Ocean to Ocean, Maritime Canada, Ontario Highlands, Banff, Lake Louise, Yoho, Glacier Parks, Fraser River Canyon, Alaska via Steamships, also Great Lakes Steamship Service.


CANADIAN PACIFIC RAILWAY
(Main Divisions)
VANCOUVER
OKANAGAN LAKE
ARROW LAKE
SICAMOUS
REVELSTOKE
Glacier Park
Yoho Park
Banff Natl. Park
BANFF
CALGARY
LAKE LOUISE
LAKE WINDERMERE
MOOSE JAW
WINNIPEG
FORT WILLIAM
PORT ARTHUR
DULUTH
MINNEAPOLIS
ST. PAUL
CHICAGO
SAULT STE MARIE
NORTH BAY
Algonquin Park
MONTREAL
QUEBEC
SHERBROOKE
OTTAWA
Ontario Lake Resorts
TORONTO
DETROIT

Burlington-Great Northern Route

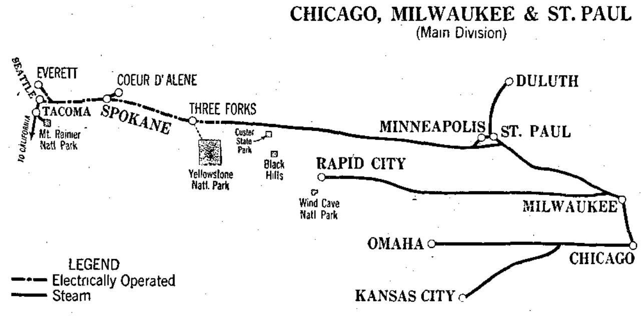
Burlington-Northern Pacific Route

Minnesota Lakes, Black Hills, Big Horn, Colorado Rockies, Yellowstone, Glacier and Waterton Lakes Parks, Idaho, Pacific Northwest.


BURLINGTON - GREAT NORTHERN - NORTHERN PACIFIC
VANCOUVER
BELLINGHAM
EVERETT
SEATTLE
Mt. Rainier Natl Park
TACOMA
PORTLAND
TO CALIFORNIA
SPOKANE
Waterton Lakes Natl. Park
Glacier Natl. Park
GREAT FALLS
BUTTE
LIVINGSTON
BOZEMAN
Motor Road to Yellowstone
GARDINER
Yellowstone Natl. Park
CODY
BILLINGS
SHERIDAN
Black Hills
Wind Cave Natl. Park
Sully's Hill Natl. Park
DEVILS LAKE
FARGO
MINNEAPOLIS
ST. PAUL
CHICAGO
LINCOLN
OMAHA
Rocky Mt. Natl Park
DENVER
COLORADO SPRINGS
ST JOSEPH
KANSAS CITY
ST. LOUIS
LEGEND
Burlington Route
Great Northern
Northern Pacific

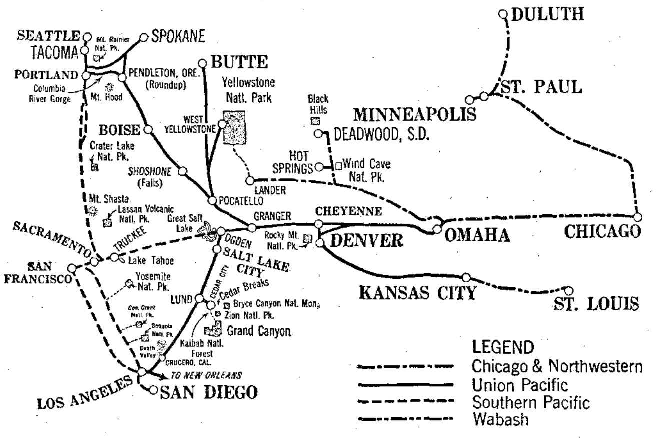
Chicago, Milwaukee and St. Paul Route

Wisconsin Dells and Lakes, Minnesota Lakes, Iowa Lakes, new Gallatin Gateway to Yellowstone, Mt. Rainier, Olympic resorts—650 miles mountain divisions electrically operated.


CHICAGO, MILWAUKEE & ST. PAUL
(Main Division)
SEATTLE
EVERETT
TACOMA
TO CALIFORNIA
Mt. Rainier Natl Park
COEUR D'ALENE
SPOKANE
THREE FORKS
Yellowstone Natl. Park
Custer State Park
Black Hills
Wind Cave Natl Park
RAPID CITY
MINNEAPOLIS
ST. PAUL
DULUTH
MILWAUKEE
OMAHA
CHICAGO
KANSAS CITY
LEGEND
Electrically Operated
Steam

GETTING ACQUAINTED WITH AMERICA (Continued)

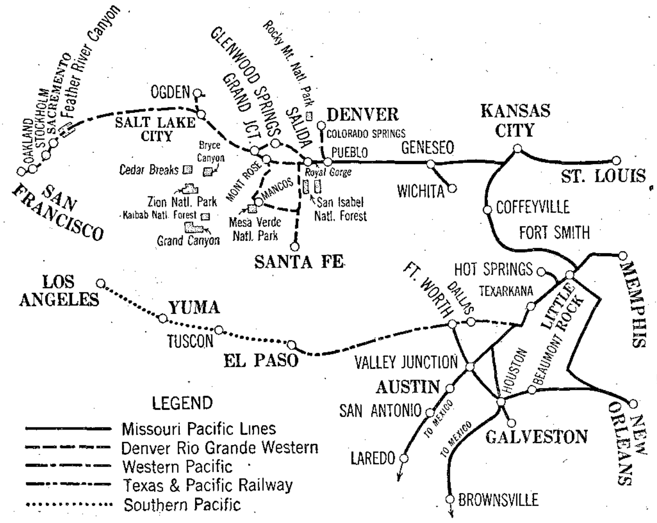
CHICAGO & NORTHWESTERN - UNION PACIFIC - SOUTHERN PACIFIC


DULUTH
SEATTLE
TACOMA
SPOKANE
PORTLAND
BUTTE
ST. PAUL
MINNEAPOLIS
DEADWOOD, S.D.
BOISE
Yellowstone Natl. Park
HOT SPRINGS
Wind Cave Nat. Pk.
POCATELLO
LANDER
GRANGER
CHEYENNE
OGDEN
SALT LAKE CITY
DENVER
OMAHA
CHICAGO
SACRAMENTO
SAN FRANCISCO
Lake Tahoe
Yosemite Nat. Pk.
KANSAS CITY
ST. LOUIS
LUND
Bryce Canyon Nat. Mon.
Zion Natl. Pk.
Grand Canyon
TO NEW ORLEANS
LOS ANGELES
SAN DIEGO
LEGEND
Chicago & Northwestern
Union Pacific
Southern Pacific
Wabash

Chicago & Northwestern Union Pacific-Southern Pacific Routes

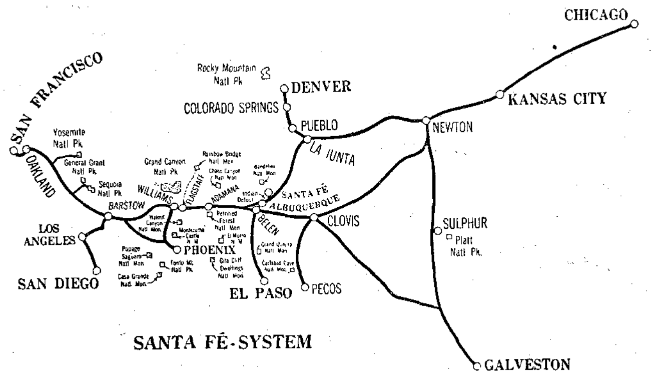
Wisconsin Lakes, Deadwood. Overland Route—Colorado Rockies, California via Salt Lake Route—Zion Park, Grand Canyon, Yellowstone (via Lander). Pacific Northwest via Oregon Route. Tahoe, California via Ogden Route. Crater Lake, Oregon via Shasta Route.

MISSOURI PACIFIC - DENVER RIO GRANDE WESTERN - WESTERN PACIFIC - TEXAS & PACIFIC - AND SOUTHERN PACIFIC


Feather River Canyon
OAKLAND
STOCKHOLM
SACRAMENTO
OGDEN
SALT LAKE CITY
GLENWOOD SPRINGS
GRAND JCT.
SALIDA
Rocky Mt. Natl. Park
DENVER
COLORADO SPRINGS
PUEBLO
KANSAS CITY
GENESEO
ST. LOUIS
Royal Gorge
WICHITA
COFFEYVILLE
FORT SMITH
SAN FRANCISCO
Zion Natl. Park
Mesa Verde Natl. Park
Grand Canyon
SANTA FE
HOT SPRINGS
TEXARKANA
LITTLE ROCK
MEMPHIS
LOS ANGELES
YUMA
TUSCON
EL PASO
FT. WORTH
DALLAS
VALLEY JUNCTION
AUSTIN
SAN ANTONIO
HOUSTON
BEAUMONT
GALVESTON
NEW ORLEANS
LAREDO
BROWNSVILLE
LEGEND
Missouri Pacific Lines
Denver Rio Grande Western
Western Pacific
Texas & Pacific Railway
Southern Pacific

Missouri Pacific-Denver Rio Grande Western-Western Pacific Route

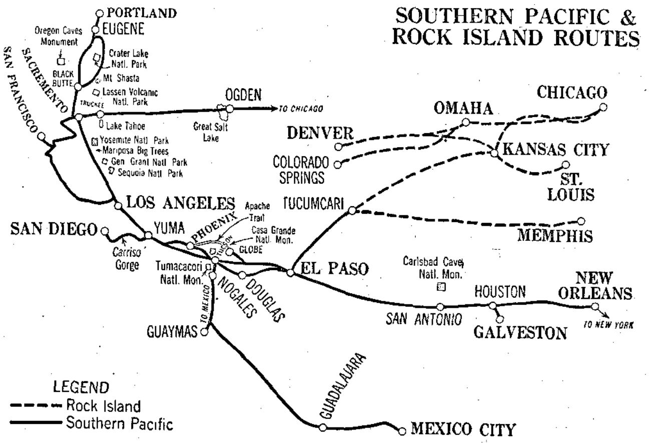
Southwest, Hot Springs National Park, Denver, Pike's Peak region, Mesa Verde Park, Scenic Circle Trip, Bryce Canyon, Grand Canyon (north rim), Salt Lake, Feather River Canyon, California.


CHICAGO
SAN FRANCISCO
OAKLAND
Rocky Mountain Natl Pk
DENVER
COLORADO SPRINGS
KANSAS CITY
PUEBLO
NEWTON
LA JUNTA
Yosemite Natl Pk
BARSTOW
WILLIAMS
SANTA FE
ALBUQUERQUE
BELEN
CLOVIS
SULPHUR
LOS ANGELES
PHOENIX
SAN DIEGO
EL PASO
PECOS
GALVESTON

SANTA FÉ-SYSTEM

Santa Fe Grand Canyon Route

Colorado Rockies, "Indian Detour," Carlsbad Cave Monument, Navajo Country, Petrified Forest, Rainbow Bridge Monument, Grand Canyon, California.


PORTLAND
EUGENE
Oregon Caves Monument
Crater Lake Natl. Park
Mt. Shasta
Lassen Volcanic Natl. Park
SAN FRANCISCO
SACRAMENTO
OGDEN
TO CHICAGO
OMAHA
CHICAGO
DENVER
KANSAS CITY
COLORADO SPRINGS
ST. LOUIS
LOS ANGELES
TUCUMCARI
MEMPHIS
SAN DIEGO
YUMA
PHOENIX
GLOBE
EL PASO
Carriso Gorge
NOGALES
DOUGLAS
HOUSTON
NEW ORLEANS
SAN ANTONIO
GALVESTON
TO NEW YORK
GUAYMAS
GUADALAJARA
MEXICO CITY
LEGEND
Rock Island
Southern Pacific

SOUTHERN PACIFIC & ROCK ISLAND ROUTES

Rock Island-Southern Pacific Routes

Hot Springs National Park. Memphis to Tucumcari, Colorado Rockies, El Paso, Apache Trail, Phoenix, California (Carriso Gorge), Shasta Route. Crater Lake, Oregon.

Santa Fe

Wonders you'll never forget *in the* Cool Far West

Santa Fe Summer Xcursions

introduce you to—

California
Colorado
New Mexico
Arizona
Grand Canyon
Indian-detour
National Parks
Dude Ranches

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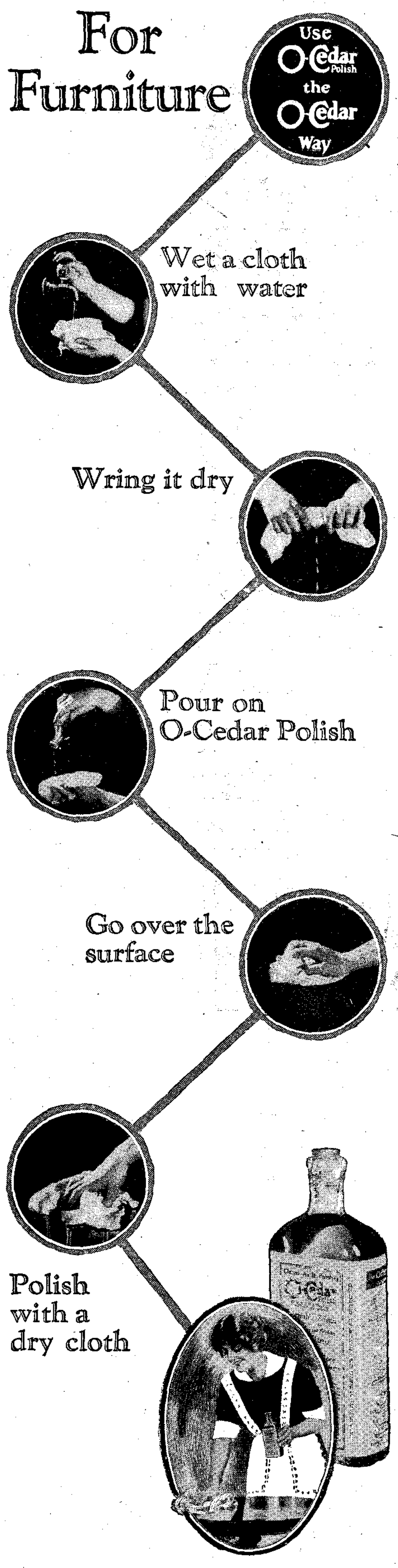
Mr. W. J. Black, Pass. Traf. Mgr.
Santa Fe System Lines
1181 Railway Exchange, Chicago
Please mail me free Santa Fe Booklets, "*California Picture Book*," "*Grand Canyon Outings*," "*Indian Detour*."


For Furniture
Use O-Cedar Polish the O-Cedar Way
Wet a cloth with water
Wring it dry
Pour on O-Cedar Polish
Go over the surface
Polish with a dry cloth

To Renew Any Polish Mop

After the mop is washed and dried place it in a pan or dish containing about four ounces of O-Cedar Polish and let it remain overnight.

O-Cedar Polish

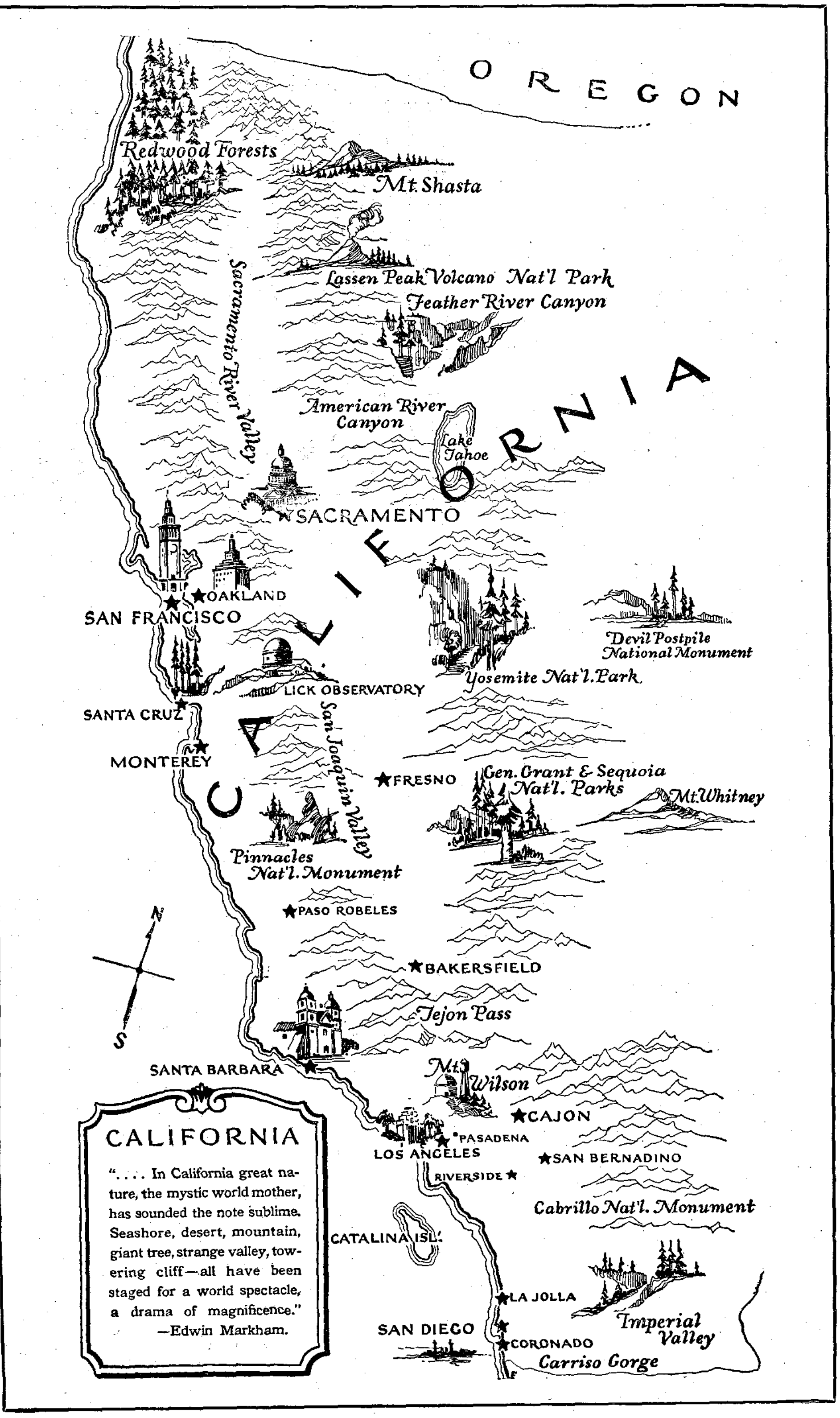
THE REALM OF SUMMER PLAYDAYS—*Cont'd from page 69*

By driving a few miles further the traveler finds himself at the foot of great peaks exceeding 10,000 feet, with flecks of snow surviving the summer sun. And at their feet stretch the olive-green orange orchards. San Diego is but four hours away, Santa Barbara but three over roads of steel or concrete that skirt the blue Pacific most of the way. And Catalina, famous island resort, may be reached as easily.

Means for reaching California have improved signally within the past year. Fast new trains on four routes have saved a business day from Chicago. And round-trip fares of $90.30 from Chicago bring this opportunity to see all the West within reach of modest purses. Other thousands come now in their own cars. The movement of automobile tourists to California is already enormous, and it is all but doubling each year. The roads are safe, thoroughly marked, and faster each year.

This May sees the completion and formal opening of the new Victory Highway straight across Nevada from Salt Lake City to San Francisco Bay. For the first time now the motorist can follow the historic route of the covered wagon, the pony express and the iron horse, on a fast, safe highway from the Mormon Capital to the Golden Gate. The Victory skirts Great Salt Lake itself, then crosses that weird desert country once shown on school maps as "the great American desert," and enters the famous mining country of western Nevada at Reno, the State's largest town. Near by are Carson City, the capital, and Virginia City, where the famous Comstock Lode produced hundreds of millions in silver ore and where Mark Twain began his writing career as star reporter on *The Enterprise.*

From Reno the new highway enters California by the Truckee River Pass and


OREGON
Redwood Forests
Mt. Shasta
Sacramento River Valley
Lassen Peak Volcano Nat'l Park
Feather River Canyon
American River Canyon
Lake Tahoe
CALIFORNIA
SACRAMENTO
OAKLAND
SAN FRANCISCO
Devil Postpile National Monument
Yosemite Nat'l. Park
LICK OBSERVATORY
SANTA CRUZ
San Joaquin Valley
MONTEREY
FRESNO
Gen. Grant & Sequoia Nat'l. Parks
Mt. Whitney
Pinnacles Nat'l. Monument
PASO ROBELES
N
S
BAKERSFIELD
Tejon Pass
SANTA BARBARA
Mt. Wilson
CAJON
PASADENA
LOS ANGELES
SAN BERNADINO
RIVERSIDE
Cabrillo Nat'l. Monument
CATALINA ISL.
LA JOLLA
SAN DIEGO
CORONADO
Imperial Valley
Carriso Gorge

CALIFORNIA

". . . . In California great nature, the mystic world mother, has sounded the note sublime. Seashore, desert, mountain, giant tree, strange valley, towering cliff—all have been staged for a world spectacle, a drama of magnificence."

—Edwin Markham.

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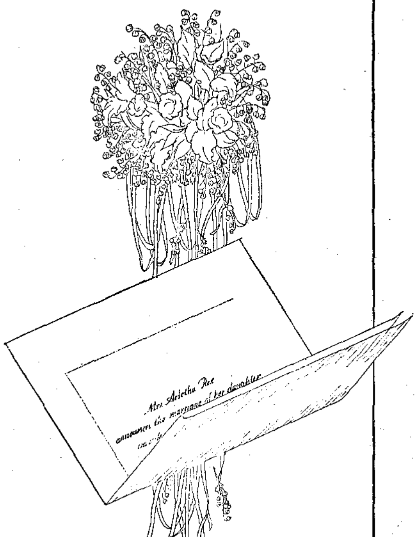
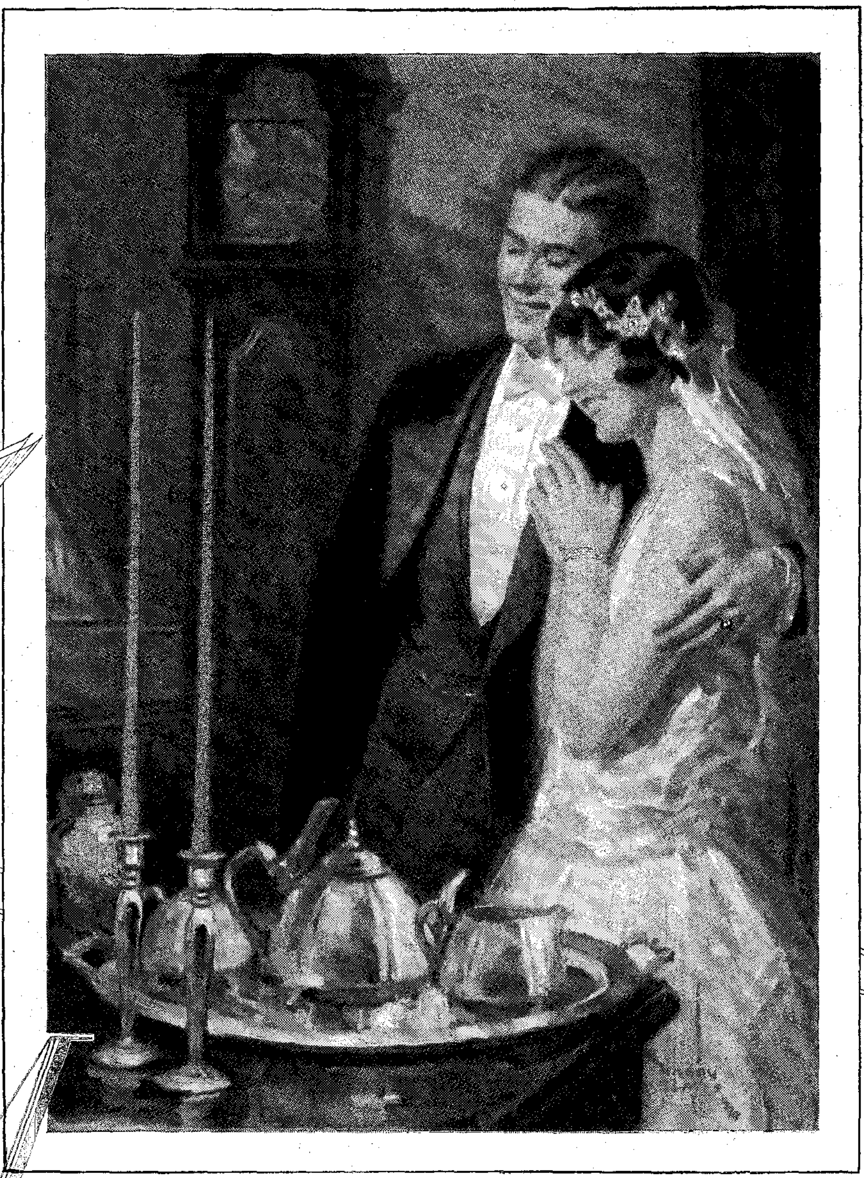


In Good Taste at Weddings

The bride invariably presents her attendants with jeweled gifts. Likewise it is decreed that the groom must give his best man a jeweled token. The bride's only jewelry for the ceremony is the gift of her husband-to-be

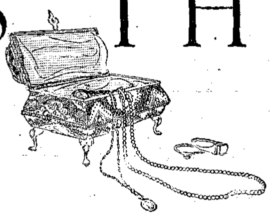


More precious and endearing

with each passing year

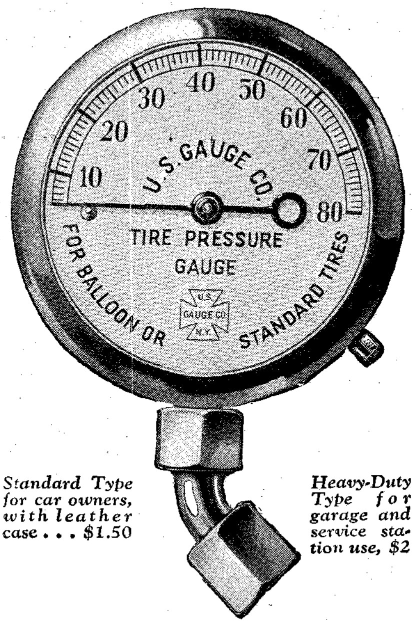
Let's skip a handful of years, and ask the young matron to list her wedding gifts. First to mind come the tokens thoughtfully selected at the jewelry store. So frequently used! So pridefully displayed. No one could possibly overlook them. Other and perhaps more costly gifts are forgotten or dimly remembered, but jeweled possessions, enriched with constant association, become more precious with each passing year.

for GIFTS THAT *LAST*



Consult your Jeweler

Watch the air pressure in your tires-



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The U. S. TIRE GAUGE is *guaranteed accurate to the pound!* Easy to read, handy to use, it fits all types of wheels. It is sturdy in construction and the crystal is unbreakable.

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THE REALM OF SUMMER PLAYDAYS—*Continued*

skirts the Lake Tahoe region before descending through magnificent scenery past Donner Lake, where an immigrant party perished of starvation in the Forties. Through a foothill fruit belt, past historic mining camps, the road descends to the fertile Sacramento Valley and thence straight to the cool Bay and San Francisco, the city of which Irvin S. Cobb recently wrote that it has "more character, more personality, more color and tang to it than any city of the first order in America, not excepting New Orleans."

Strangely enough, this oldest, most scenic and most richly storied route to California has waited until this spring for an adequate motor highway. This is the first year in which motorists have not been advised to turn south as far east as Denver or Kansas City and to enter California by the southern routes. Nevada is celebrating completion of the new road by an ambitious Transcontinental Highway Exposition, to be held at Reno June 25 to August 1.

Favoring the new Victory Highway route—it is really the old Overland Route and paralleled by the trains of our first transcontinental railroad—is the nearness of its terminus at San Francisco to most of California's world-famous scenic wonders. Yosemite is a short seven-hour drive from the Bay, or a Pullman takes one right to El Portal in a few hours. More adventurous travelers may now "do" the high Sierra on their way to San Francisco. Leaving the train or the highway at Truckee, near the summit of the Overland-Victory route, they may thread their way south by motor along the shores of Tahoe and in and out among peaks of the Sierra by way of Tioga Pass all the way to Yosemite Valley and thence down to sea-level and the railroad again. It is a two-day trip of 250 miles, with magnificent scenery all the way.

Yosemite Valley makes its bow to the world this summer with its first full-fledged tourist hotel. The Ahwannee, finished in rough-surfaced stone and rising to six stories in its tower, faces the sheer 5,000-foot face of Half Dome and its dining-room looks out on Yosemite Falls. Fireproof, with elevators and steam heat, it celebrates the final passing of Yosemite's isolation, and old-timers greet it with sighs. Yet the valley itself is but a tiny part of the vast Sierran country. Yosemite Park itself covers an area of 36 by 48 miles, and is but one of four national parks in the Sierra. Lovers of isolation and of roughing it still have an untouched back-country with wonders almost equal to those of Yosemite. These culminate in the snowy summit of Mt. Whitney, 14,501 feet above sea-level and highest peak in the United States outside of Alaska. Whitney is reached by pack-train from Sequoia National Park, just south of Yosemite, and itself a magnificent bit of mountain country easily accessible over excellent roads. A new government highway climbs from the San Joaquin Valley to Giant Forest, a plateau 6,000 feet above sea-level, where one may ride or walk for many miles under noble redwood trees which are thousands of years old and which tower to heights of 280 feet. Adjoining Sequoia National Park is the General Grant Park, with another great forest of big trees. There are excellent accommodations at each, and rates are moderate.

From either Yosemite or Giant Forest visitors may penetrate the back-country with saddle-horses and guides, or on foot. At convenient intervals, park concessionaires licensed by the Government have established camps where food, blankets, and everything needful are provided at very moderate cost.

North from San Francisco through the Sacramento Valley a concrete highway parallels the railroad to Shasta and Lassen. Shasta, near the Oregon border, towers

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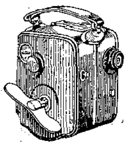

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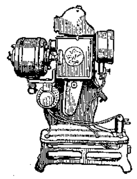

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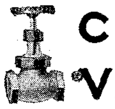
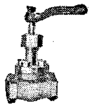


CRANE VALVES



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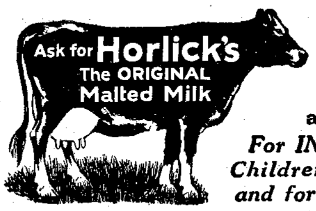


Safe Milk and Food
For INFANTS, Children, Invalids and for All Ages

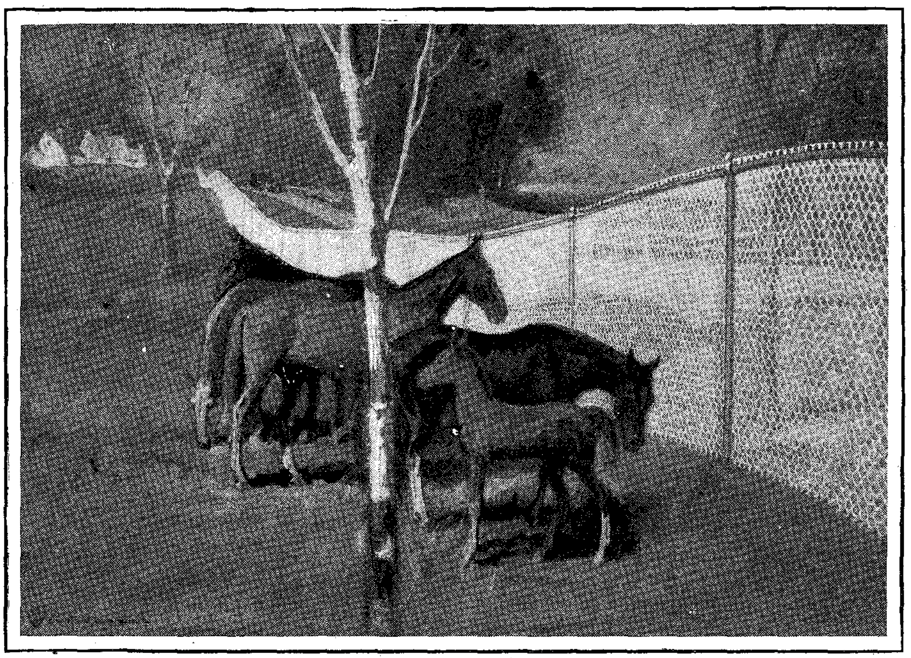
14,380 feet and by some is considered America's most beautiful mountain. South and east of it, easily reached from the Sacramento Valley, is Lassen Peak, only active volcano in the United States, and now included in the new Lassen Volcanic National Park. Nearer San Francisco, accessible by train and motor, is the Feather River country, famous for its trout streams and mountain resorts, its deep canyons and forested slopes.

For 200 miles along the foothills of the Sierra, from Sonora southeast of San Francisco to Oroville on the northeast, stretches the Bret Harte country—ancient towns charmingly situated in the lower foothills that once were clamorous with the picks and shoutings of the forty-niners. The country is rich in legend. Here Bret Harte got characters and settings for his tales, and at Angel's Camp, east of San Francisco, one may dine and sleep in the identical hotel where Mark Twain heard the jumping frog story from the lips of a bartender one rainy winter day.

Californians themselves are turning for vacation joys in increasing numbers to what is known as the Redwood Empire. Extending for 300 miles through the coast tier of counties from San Francisco to the Oregon line, a new highway has made easily accessible for the first time an untouched country of heavily forested mountains, rushing trout streams, and valleys that contain the world's only groves of *sequoia sempervirens* or redwoods. Here are living things that were old when Christ was born. Many are 300 feet in height. They grow so thick that sunlight scarcely penetrates to the giant ferns and rhododendrons that carpet the forest floor. These groves are the State's most famous scenic asset, yet only now may the finest of them be seen. Smaller groves occur in the suburbs of San Francisco, at Muir Woods and in Los Gatos Canyon on the road to Santa Cruz. They merely whet the desire to see those of Humboldt County. A fine automobile road now traverses grove after grove, with auto camps situated in the heart of some of the finest. In the canyons and mountains on either side of the road are to be found the best fishing and deer-hunting in California, for it has been until now a country known only to the Indian, the trapper and the lumberman from the coast settlements. An excellent bus-line traverses the Redwood Highway from San Francisco to Grants Pass, Oregon, or the trip may be made as far as Eureka, metropolis of the redwood country, via the Northwestern Pacific Railroad.

From San Francisco the first 100 miles on the Redwood Highway runs through an old settled country of beautiful cultivated valleys. There is the Valley of the Moon, near Santa Rosa, where Jack London lived and died, and at Santa Rosa itself the road passes close by the home and experimental gardens of Luther Burbank. Off to the east from Santa Rosa lies the Petrified Forest and the Napa Valley, famous for wine grapes. It is dominated by Mount St. Helena, where Robert Louis Stevenson lived for a season and wrote "The Silverado Squatters." A beautiful automobile road crosses the Mountain from Napa Valley into Lake County, with its chain of fresh-water lakes and many resorts.

San Francisco itself will repay as much time as the traveler can spare. Its Chinatown, its French and Italian restaurants, its high hills commanding leagues of salt water and mountains, its ocean beach and its miles of shipping, make it one of the most picturesque and exciting cities in America. Yachting, swimming, fishing—every out-door sport—flourishes here. Across the Bay is Oakland, a beautiful city of 300,000. Berkeley, seat of the University of California, adjoins Oakland on the north and faces west toward the Golden Gate. South from San Francisco stretches the Peninsula of which San Francisco is the northerly tip. Here, between low mountains and the Bay, lies a continuous suburban settlement of commuters' homes



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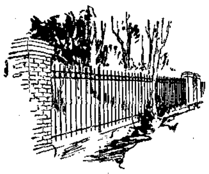
THERE is infinitely greater satisfaction in the ownership of a home, large or small, protected with a Cyclone Fence enclosure.

Cyclone Fence assures privacy and greater freedom within the grounds. Imparts a finished touch to the landscape. Reduces upkeep cost of grounds.

Cyclone Chain Link Fence is America's standard for homes of all kinds. Manufactured and erected complete by the Cyclone Fence Company which handles all details and assumes Complete Responsibility.

Catalog on home fencing, including Cyclone Chain Link and Wrought Iron, mailed on request. Write nearest offices.



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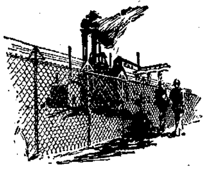

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Champion X—exclusively for Ford Cars, Trucks and Fordson Tractors—packed in the Red Box—
60 cents each
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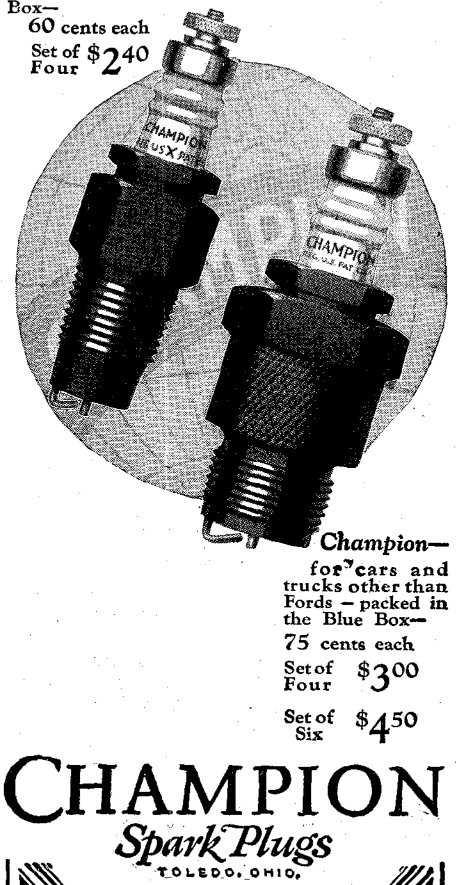

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THE REALM OF SUMMER PLAYDAYS—*Continued*

and country estates, with Palo Alto and Stanford University marking the end of the Peninsula and the beginning of the Santa Clara Valley famous for its fruit blossoms and for the canning industry of its metropolis, San José.

From San Francisco to Los Angeles or vice versa by the coast route is one of the imperatives of a visit to California. Fast trains with observation cars make the 480-mile journey by daylight, and by automobile Californians habitually make it in two days or three, on a broad concrete-paved highway. Both track and highway traverse the true California at its best—now fruit-orchards running up on each side of the Valley to round foothills with blue mountains above; now a curving shore-line with the blue Pacific breaking in white surf on yellow sands and high tawny hills rising landward; again a broad valley running right down to the sea. The journey should be broken at least twice, at the Monterey Peninsula and at Santa Barbara. Old Monterey, where the first capital of California was established in 1770, is 120 miles south of San Francisco and eighteen miles off the main coast-line railroad. Near it is the famous Del Monte Hotel, reborn in beautiful Spanish colonial architecture, and the towns of Carmel and Pacific Grove. Famous golf and polo grounds and a large colony of artists, writers, sportsmen, and millionaires are not so much attractions in themselves as testimonials to the gorgeous beauty of this unique peninsula.

Santa Barbara lies further south, only three hours by train or motor north of Los Angeles. Another old Spanish city with presidio and mission, it has been reconstructed in beautiful Spanish colonial. But its glory is the rare juxtaposition of the Santa Ynez mountains and the Santa Barbara Channel, a protected sheet of salt water running east and west between the mainland and the Santa Barbara Islands. Santa Barbara has a surpassing beauty and charm that are irresistible and indescribable. Surf bathing, riding, golf, and motoring are here at their best.

From Los Angeles, metropolis of the south and fascinating with its movies, its phenomenal growth, and its setting between mountains and sea, the coast tour may be continued for 120 miles to San Diego, altho the beach and mountain resorts of Los Angeles itself will keep one interested and happy indefinitely.

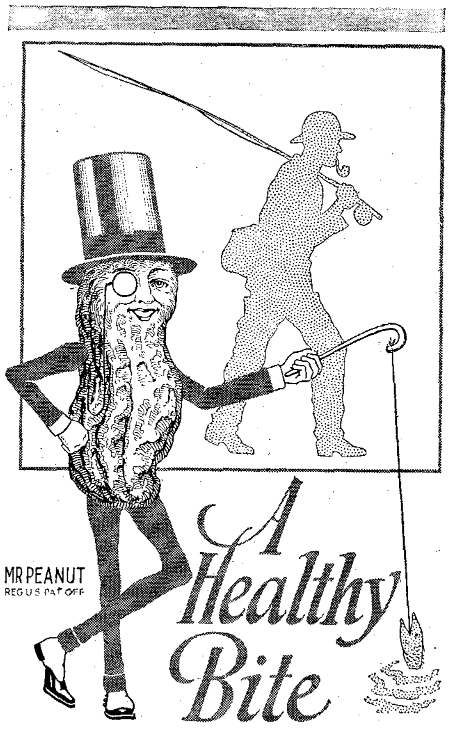
San Diego is both a thriving city and a paradise for the lover of natural beauty and out-door recreation. It possesses a perfect climate, a beautiful water-front with two fine beaches, excellent hotels of every class, and homes and parks of a rare attractiveness. San Diego has a reputation for being one of the most healthy cities of the world. Adjoining San Diego is Coronado Beach with its world-famous Hotel del Coronado and every facility for those interested in such sports as polo, aviation, etc. A few miles to the south stretches the Mexican border, with Tia Juana just beyond.

RAMBLES IN THE EVERGREEN PLAYGROUNDS

Through the wilderness by trapper, explorer or occasional settler came rumors in the early fifties of "a land of opportunity and heart's desire"—a country men called "Oregon."

In this region, it was said, climate had no extremes of heat or cold; soil was unbelievably productive; the scenery of river, valley, mountain and forest was good to look upon.

Sturdy pioneers set hearts and minds upon this goal. Then began the great migration, across desolate plains, past hostile Indian tribes, through mountain



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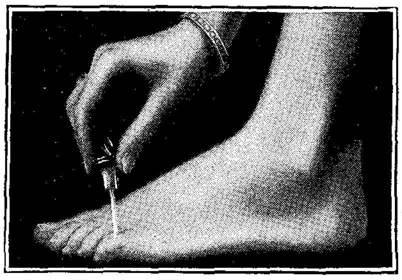

How Corns
Calluses are ended now

This new way stops pain in 3 seconds

SCIENCE has perfected new methods in ending corns and callus spots. No more paring. That is temporary; that is dangerous.

You touch the most painful corn with this amazing *liquid which acts like a local anaesthetic*. The pain stops in 3 seconds. You wear tight shoes, walk, dance in comfort . . . instantly!

Then soon the corn begins to shrivel up and loosen. You peel it off with your fingers like dead skin. The whole corn is gone. Works on any kind of corn or callus, hard or soft; new or old. Ask your druggist for "Gets-It." Results are guaranteed.

"GETS-IT" *World's Fastest Way*

pass and along winding rivers. Three hundred thousand set out upon the Oregon Trail toiling and fighting their way to Fort Kearny, Fort Laramie, the South Pass, Fort Hall, along the Snake to Whitman Mission, thence to Fort Walla-Walla and Fort Vancouver where Portland now stands.

Twenty thousand graves lined the way, yet for this sacrifice an empire was opened to the country, which we now designate the Pacific Northwest.

Oregon, Washington and British Columbia are of priceless commercial value to the continent and are of importance as a summer playground.

"When once we cross the summit of the Cascades," says Dr. Woods Hutchinson in his book "The Conquest of Consumption" (Houghton, Mifflin), "we enter a totally different climate, an air which is mild, gentle and moist, but never depressing; a country of green mountains, dazzling snow-tipped peaks, of grass, of moss, and fern, which knows neither the barrenness of winter nor the brownness of summer, a land which has all the best and most invigorating qualities of the cradle of our Teutonic race, with none of its extremes. From one end to the other it is the home of tall trees and tall men, of the apple, the peach, the prune, and the pine; the land of the green valley and rushing river. The rosy pink of its orchards every spring is equalled only by the sunset glow upon its peaks of eternal snow.

"If you have never seen Oregon, Washington, or British Columbia in summer, you lack important qualifications for imagining what the climate of heaven may be like."

"WHERE ROLLS THE OREGON"

Nature recognizes no political divisions in her bounty bestowed upon this "Evergreen Playground," but for convenience of description we may consider the two States and great territory within their limits separately. Oregon, then, may claim our attention, and within this State a new travel route.

NEW CASCADES LINE OF THE "SHASTA ROUTE"

A new rail route, traversing hitherto inaccessible regions of mountains, lakes, streams and forests in central Oregon and northern California is available this year to tourists visiting the Pacific Northwest. This recently completed pathway is the "Cascades Line" of the "Shasta Route." Diverging from the original line at Eugene, it extends for 277 miles southeast and south, through a wilderness, rejoining the "Shasta Route" at Black Butte, California. Reduced gradients save nearly 3,000 feet of altitude while distance between Portland and California cities is shortened by twenty four miles.

From Eugene the new route follows the middle fork of the Willamette River and Salt Creek Canyon, crossing the Cascade Mountains through Odell Pass, 4,843 feet elevation. Thence it skirts the waters of Odell Lake, which are said to be 2,000 feet deep. Bending southward the line passes twenty miles east of Crater Lake National Park. For thirty miles it winds along the shore of Klamath Lake, one of Oregon's most beautiful waterways. At the lower end of the lake is Klamath Falls, an approach by motor-coach (62 miles) to Crater Lake National Park. Between Klamath Falls and Black Butte the way is through forests of Oregon fir and California pine, twenty-four miles being directly over the toe of Mt. Shasta, with sublime views of this monarch of northern California.

CRATER LAKE NATIONAL PARK

Up Anna Creek Canyon a road ascends past fantastic volcanic formations, emerging finally from a coniferous forest upon the rim of a vast basin. Two thousand feet below lie the waters of Crater Lake, iridescent in reflected colorings from the varied-hued carvings of their precipitous

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Across the Pacific the alluring countries of the ancient East offer you a multitude of fresh experiences. Go now.

Select the cities or countries which most interest you, or make the complete trip and see Japan, China, the Philippines.

You touch at Yokohama, Kobe, Shanghai, Hong Kong and Manila. Each port different in character and in its appeal to the traveler.

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Here is the opportunity for new vacation adventures at but small expense. Roundtrip fare to Manila and return by way of Japan and China as low as $750 per capita. (Include Honolulu if you choose.) First cabin accommodations and meals are included.

Or continue Round the World to other lands of keenest interest. Liberal stopovers at any port with identical accommodations on subsequent liners. Like a cruise on a private yacht.

You sail on a magnificent President Liner, aristocrat of ships. Broad of beam and steady. Luxurious and expertly served. You sleep in a bed not a berth. Rest or relax on wide, sunny decks Enjoy the world-famous cuisine.

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For complete information communicate with any ticket or tourist agent or

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101 Bourse Bldg. . . Philadelphia, Pa.
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THE REALM OF SUMMER PLAYDAYS—*Continued*

enclosing walls. It is a scenic spectacle superb, amazing, whether viewed from rim, shore line or surface.

The approaches are by motor roads from Medford or Klamath Falls on the Southern Pacific System.

PORTLAND, HUB OF OREGON

Northward a snow-clad peak beckons the Oregon tourist to the Columbia River Valley and to Portland, the hub of the valley and the center of summer to rist travel to the Pacific. California is on the south; Washington, Alaska, and British Columbia are to the north—and 475,000 tourists come to Oregon each year.

Portland has sixteen golf courses, six of them municipal or semi-public.

The gardens of the residential districts are famous for their beauty and Portland's lovely Rose Festival is held each year in the middle of June.

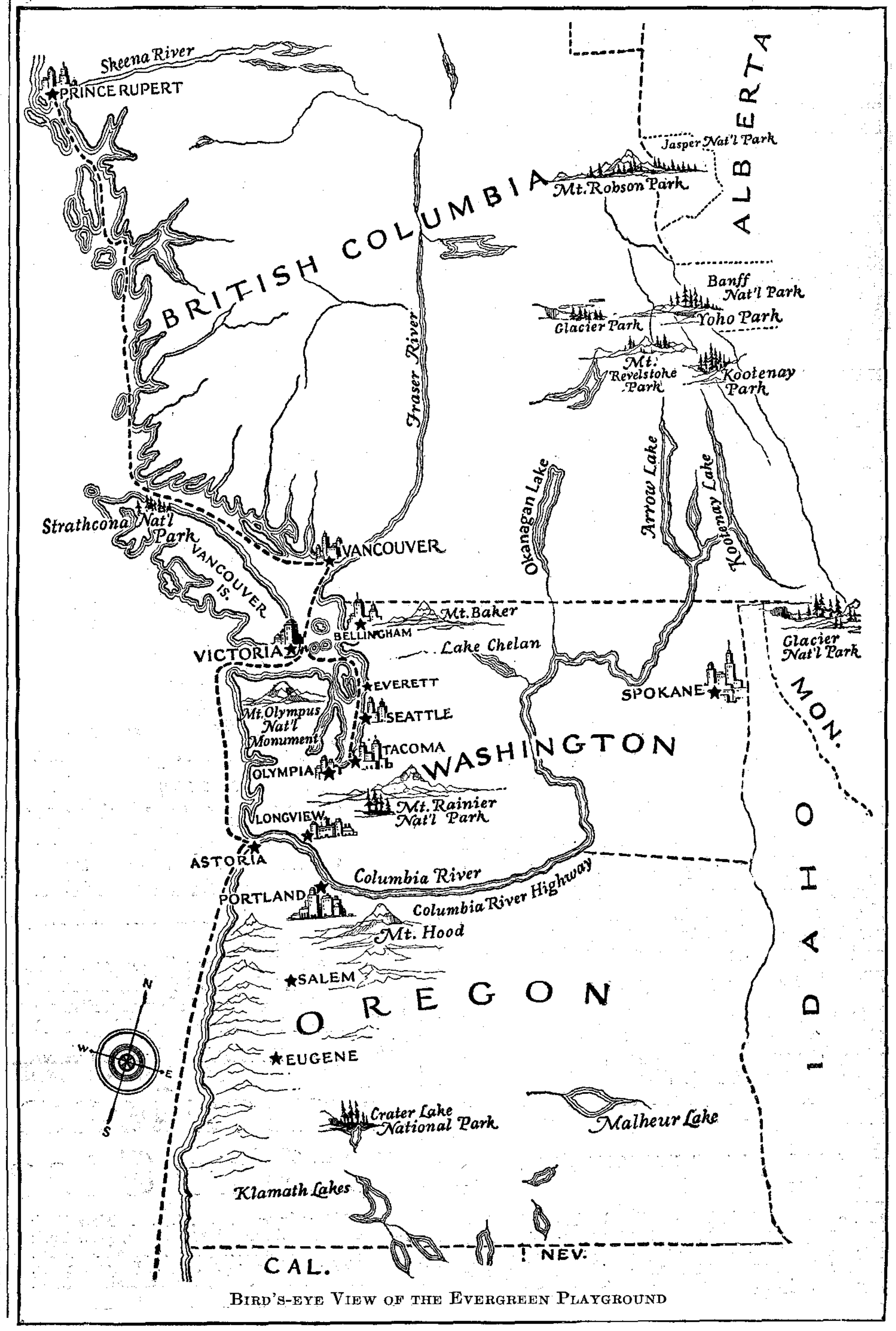
From this city radiates one of the most inviting systems of paved scenic highways in America. A hundred miles east to the Dalles, and a hundred and ten miles west to Astoria, Seaside, and the Oregon ocean beaches, stretches the Columbia River Highway, famous the world over for its majestic scenery and engineering skill. A four-hour's exhilarating drive over this highway brings the tourist to Mt. Hood, 11,225 feet, and the ascent of this snow-capped, glacier-clad peak can be made during a day's visit; or the drive can be continued on the Mt. Hood Loop Highway which encircles the mountain through a panorama of gorgeous scenery for the entire distance of 172 miles.

Into Portland converge transcontinental rail routes, including the Great Northern, Northern Pacific, and Union Pacific; while the Shasta Route of the Southern Pacific system, the connecting link between California and the Pacific Northwest, makes Portland its northern terminus. Northern motor trunk routes lead to Portland, and it is also the port of destination for numerous steamship lines.

WASHINGTON, THE EVERGREEN STATE

North of the Columbia River the gleaming white peak of Mount Rainier beckons the tourist on to other regions of natural attractions and admirable cities.

At Olympia, the State capital, if we are journeying northward, we come upon that labyrinth of passages, bays, straits, and archipelagoes known as the Puget Sound region. There are more than 2,000 miles


Skeena River
PRINCE RUPERT
BRITISH COLUMBIA
ALBERTA
Jasper Nat'l Park
Mt. Robson Park
Fraser River
Banff Nat'l Park
Glacier Park
Yoho Park
Mt. Revelstoke Park
Kootenay Park
Okanagan Lake
Arrow Lake
Kootenay Lake
Strathcona Nat'l Park
VANCOUVER
VANCOUVER IS.
Mt. Baker
BELLINGHAM
VICTORIA
Lake Chelan
Glacier Nat'l Park
MON.
EVERETT
SPOKANE
Mt. Olympus Nat'l Monument
SEATTLE
TACOMA
WASHINGTON
OLYMPIA
Mt. Rainier Nat'l Park
LONGVIEW
ASTORIA
Columbia River
PORTLAND
Columbia River Highway
Mt. Hood
IDAHO
SALEM
OREGON
N
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E
S
EUGENE
Crater Lake National Park
Malheur Lake
Klamath Lakes
CAL.
NEV.

Bird's-eye View of the Evergreen Playground

New
WHEARY
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—*the new wardrobe trunk about the size of a suitcase.*
—*for railroad, steamship, motor or airplane travel.*
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Carry it like a suitcase—set it on end like a wardrobe trunk. The first practical luggage creation adapted to modern styles in clothing.

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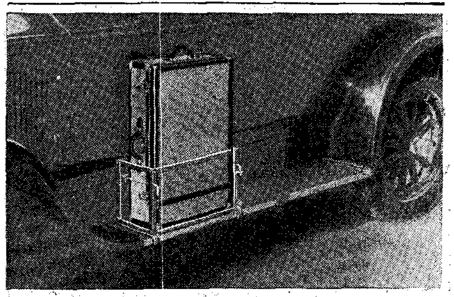

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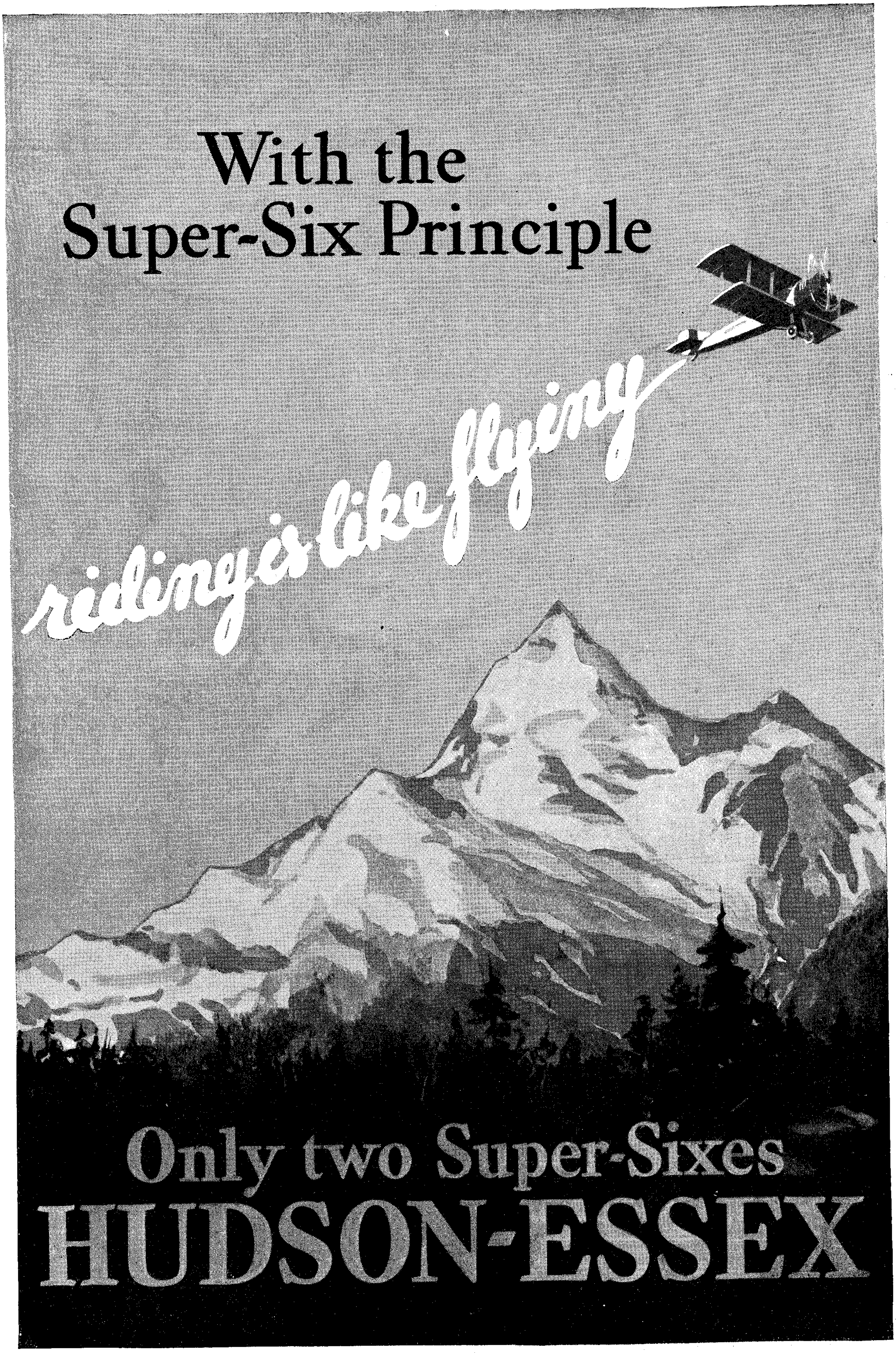
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Graflex has a focal plane shutter which admits ⅓ more light at any speed than conventional shutters. This feature increases picture possibilities under all conditions . . . the focusing hood feature eliminates focusing errors . . . Together they enable Graflex users to secure a far higher average of successful pictures . . . and they make unusual pictures possible.

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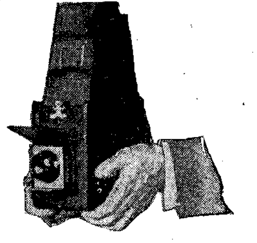

THE REALM OF SUMMER PLAYDAYS—*Continued*

of shore line, mostly fringed with forest and distant views of snow-capped peaks, a fairyland for the vacationist.

TACOMA, GATEWAY TO MOUNT RAINIER PARK

Tacoma, rising upon terraced hills, faces the deep water harbor of Commencement Bay, at the head of ocean navigation on Puget Sound. She is another of the inspiring cities of the Pacific Northwest. To her six-mile waterfront comes the deep-draft shipping from many ports, for Tacoma is one of the world's great lumber capitals. Four transcontinental railways reach the city—the Northern Pacific, Great Northern, Union Pacific, and Chicago, Milwaukee and St. Paul.

Tacoma, altho teeming with business, provides delightful surroundings for her 125,000 inhabitants. There are twenty-three parks and playgrounds, with a total area of more than a thousand acres. Point Defiance Park, overlooking the Bay, occupies alone 640 acres of scenic beauty. The great municipal stadium holding 40,000 people is notable among the country's gathering places. Golf, boating, fishing and motoring over superb roads are pleasures available within a few moments' ride from the sky-scraper business center.

Tacoma is the tourist's clearing-house for numerous attractions in this "charmed land." About fifty miles away is Rainier National Park; directly west the natural paradise of the Olympic Peninsula via the Olympic Highway, bordering for miles Hood Canal; the Pacific Beaches, reached by the Pacific Highway to Olympia, thence to the coast; northward the Puyallup Valley via the Pacific Highway.

MOUNT RAINIER NATIONAL PARK

"Mount Rainier," says Robert Sterling Yard in "The Book of the National Parks" (Scribner's), "the loftiest volcano within the boundaries of the United States, one of our greatest mountains, and certainly our most imposing mountain, rises from western central Washington to an altitude of 14,408 feet above mean tide in Puget Sound. It is forty-two miles in direct line from the center of Tacoma, and fifty-seven miles from Seattle. . . .

"This immense sleeping cone is blanketed in ice. Twenty-eight well-defined glaciers flow down its sides. . . . The contrast between these cold glaciers and the luxuriantly wild-flowered and forest-edged meadows which border them as snugly as so many rippling summer rivers affords one of the most delightful features of the Mount Rainier National Park."

The rail approaches to the park are by Chicago, Milwaukee and St. Paul system, from Seattle and Tacoma to Ashford, near the western border, thence by motor-coaches to Longmire and Paradise, within the park limits. From both Seattle and Tacoma daily motor-coach service is available to the same places.

SEATTLE, CAPITAL OF PUGET SOUND

Seattle, a city of 400,000 population, gateway to Alaska, Hawaii, and the Orient, is the hub of the Puget Sound region. Its setting is spectacular. Before it lie the waters of a capacious harbor. Sixty miles west rise the Olympics. On the East is the Cascade Range with Mt. Baker at the north, Mt. Rainier on the south.

Tourist attractions abound. Within the city itself are 2,000 acres of parks connected by thirty-five miles of scenic boulevards. Two beautiful lakes lie within the city boundaries. Golf is available almost every day in the year on five picturesque courses. Accessible from Seattle either by motor, rail or water line are Rainier National Park, Mt. Baker National Forest, the Monte Cristo alpine district, Hood's Canal, and the San Juan Archipelago. There are famous lakes like Lake Crescent in the Olympics and trips to the snow-capped mountains, into the virgin stands of fir and cedar and to interesting sister cities like Victoria and Vancouver "just across the border," Tacoma, Everett, and Bellingham. The wide latitude of recreation is evidenced by the fact that one can go bathing in the surf at Seattle at noon and before sundown be sliding down the glaciers on Mt. Rainier. Seattle is a rail center for the Northern Pacific, Great Northern, Chicago, Milwaukee & St. Paul and Union Pacific systems.

At its 194 miles of commercial waterfront arrives a vast amount of shipping, coastwise and transpacific. A government ship canal connects the harbor with Lake Union and Lake Washington, giving Seattle both salt and fresh-water harbors.

Northward from Seattle one may travel by water, rail or motor on or over the waters of Puget Sound and the Straits of Georgia to British Columbia. At Everett contact is again made with the coast. Everett is modern, attractive. Facing Port Gardner Bay, a deep, landlocked harbor, her port facilities are excellent. Eastward rise the Cascades, beyond the harbor the Olympics, while lakes, mountains, and coast attractions abound. Fishing, hunting, and yachting are among the recreations.

Bellingham faces another broad harbor, Bellingham Bay, and is the gateway to Mt. Baker National Forest. The famous Chuckanut Drive south of the city, clinging to the side of a mountain, is a motor boulevard of scenic charm, commanding superb views of the San Juan Island group and Puget Sound. Motor, rail and water routes lead from Bellingham in all directions to points of interest in the surrounding wonderland. Bellingham and Everett are on the Chicago, Milwaukee and St. Paul, the Great Northern, and the Northern Pacific systems.

Beyond Bellingham at Blaine the International Boundary is crossed under the famous Peace Arch, and at the northern end of the Pacific Highway Canada's great Western rail and ocean gateway is entered.

British Columbia is an important part of the Evergreen Playground, but for convenience of description we have included her vast domain of mountains, lakes, rivers and indented coast-line in the section of these articles entitled, "Canada's Varied Wonderlands."

THE SPELL OF ALASKA

"A journey to any part of Alaska acts as a tonic to tired nerves and enervated systems," says John J. Underwood in his book "Alaska; An Empire in the Making." "The great country has much that is unique and interesting to offer to the traveler, the pleasure-seeker, the homebuilder, and the investor. The glory of the North is dawning; its infinite wonders are gradually unfolding."

A frequent misconception is that the Alaska trip should be taken only in mid-summer. In reality the season of pleasurable travel in Alaska extends from May 15th to October. Tourists leaving early in June have almost continual daylight, and if near the Arctic Circle may view the midnight sun.

GEOGRAPHICAL DIVISIONS

Alaska is usually considered under two geographical regions.

Southeastern Alaska is the narrow panhandle of the Territory. It includes the vast archipelago and labyrinth of straits and bays bordering the coast. Beginning with the southernmost International Boundary it extends between British Columbia and a corner of Yukon Territory and the sea to the 141st degree of west longitude, which longitude determines Alaska's main eastern side.

Southwestern Alaska includes all the territory lying westward of this narrow strip. It embraces numerous deep sounds, extensive peninsulas and the Bering Sea and Arctic Ocean coasts. Within its domain flow seaward Alaska's greatest rivers, and over it rise her loftiest mountains.

STEAMSHIP ROUTES

Steamship routes between United States and Canadian ports and Alaska are grouped under three main divisions—The Southeastern Route, Southwestern Route and the Bering Sea Route. The first-named extends from Seattle, Vancouver, Victoria, and Prince Rupert through the Inside Passage to Skagway. The second continues from the same ports as far as Juneau, thence proceeding to Seward or Anchorage. The Bering Sea Route extends from Seattle through the Pacific Ocean and Bering Sea to Nome and St. Michaels.

GLIMPSES OF COASTAL ROUTES

The Inside Passage followed by the Coastal Steamships provides one of the World's most inspiring scenic voyages.

From Seattle the Inside Route winds among the islands of Puget Sound, passing abreast of Victoria and Vancouver as it enters the Strait of Georgia. On the port side of the ship extends for many miles the verdant shore line of Vancouver Island. Thence across Queen Charlotte Sound the Channel twists between islands and British Columbia coast until, after passing Prince Rupert, the Alaskan boundary is crossed. Soon thereafter the first Alaskan port is reached.

Ketchikan ("The town under the eagle") clings to the forested side of a mountain bordering the west coast of Revillagigedo Island, in the heart of the fifteen-million-acre Tongass National Forest. Tourists visit a rare collection of totem poles preserved in the Kassan National Monument.

Leaving Ketchikan the Inside Route passes other archipelagos and, entering the Stikine Straits, reaches historic Wrangel. With this port behind, the Wrangel Narrows are followed to Petersburg, and opposite Frederick Sound on the west coast of Baranof Island is Sitka, formerly capital of the Territory and rich in historic interest. Near by is the Sitka National Monument, containing sixteen totem poles.

Then Juneau, the present capital, is reached, 1,033 miles from Seattle. Behind it towers Mt. Juneau, 3,590 feet, and at its feet flows the Gastineau Channel. Resuming the inside passage, the steamship comes into view of the great Taku Glacier, two miles wide and 300 feet high, gleaming in jade green and blue.

At Juneau the two main Alaskan steamship routes diverge. The Southeastern route continues up Lynn Canal to Haines and Skagway; the Southwestern route emerges from the island passages into the Gulf of Alaska, for ports described later.

By the former route Haines, at the head of Portage Cove, is the next port after Juneau. A few miles beyond the Lynn Canal is entered, and at its head the route terminates at Skagway, "The Flower City."

In the roaring days of the Klondike gold rush, Skagway was the point of departure for the fabled riches which lay beyond the White Pass. Now it is a quiet, peaceful village of colorful gardens, curio shops and memories, terminus of the White Pass and Yukon Railway, gateway to scenic marvels of the interior.

Following the Southwestern Route from Juneau across the Gulf of Alaska, Prince William Sound is entered, and at its head, facing land-locked Orca Bay, the port of Cordova is reached. It is the terminus of the second rail route to the interior, the Copper River and Northwestern. Tourist interest centers upon three points on this line: first, the natural wonders presented by the famous Childs and Miles Glaciers, fifty miles inland; second, the great Kennecott Copper Mines; third, the connection at Chitina with the Richardson Highway motor tour through Alaska to Fairbanks.

Eighty-seven miles beyond Cordova is the enterprising town of Valdez, "The Glacier City," ocean terminus of the

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at every turn in the
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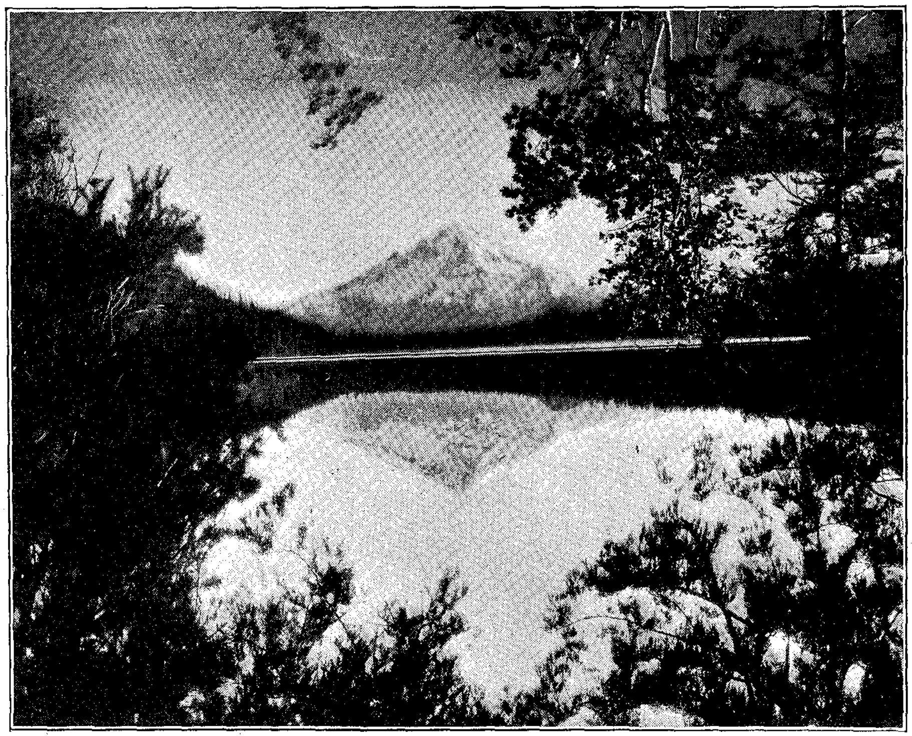

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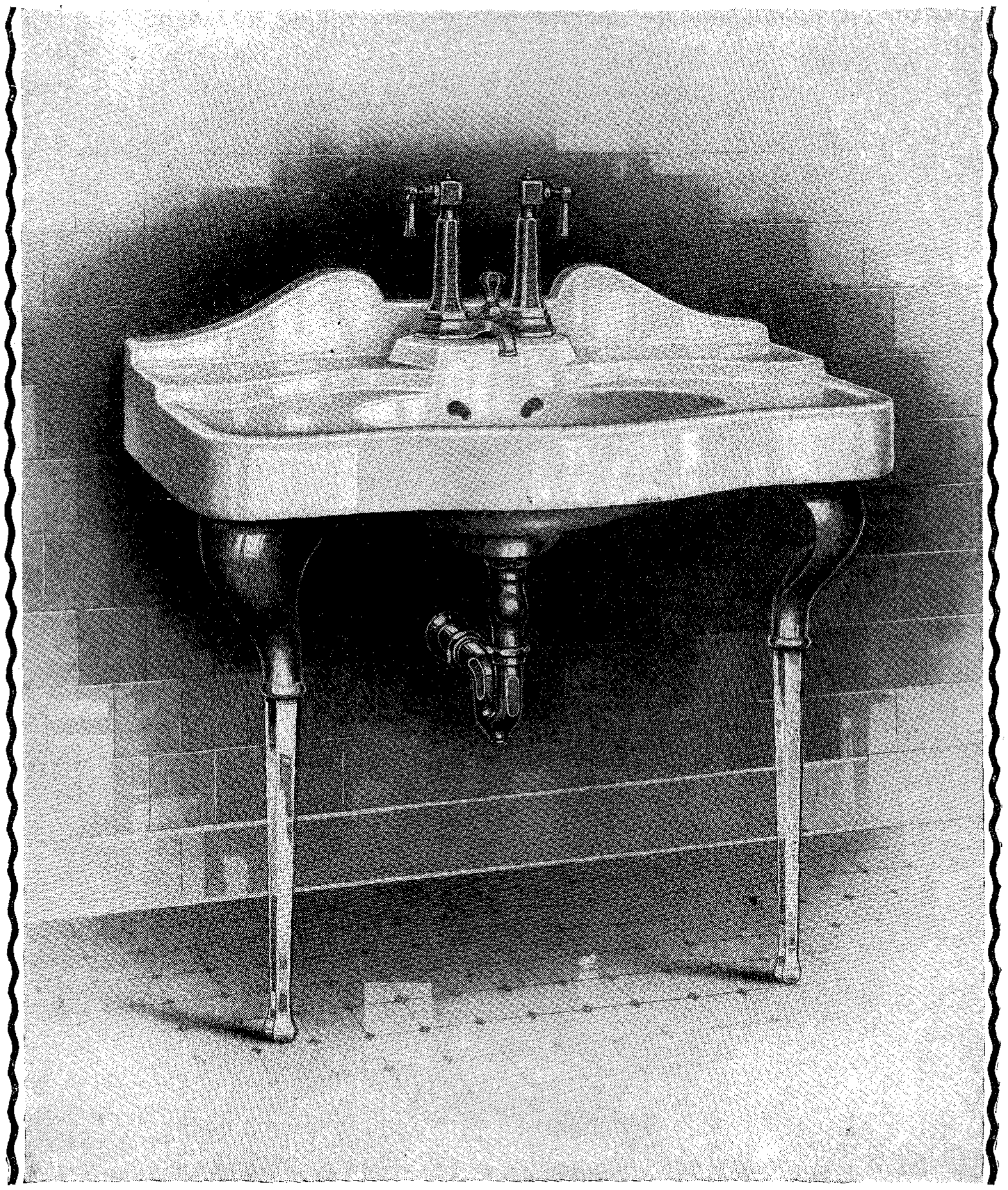
THE OVERLAND ROUTE



The Templeton

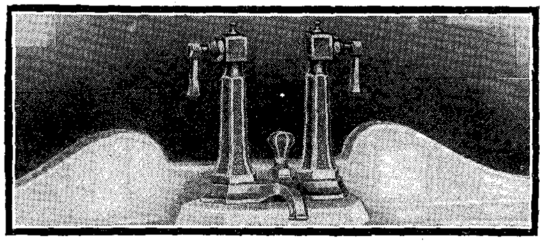
This decorative type, in glistening white genuine Vitreous China in one piece, is designed in convenient dressing-table effect. The roomy top is 36 inches long and 20 inches from back to front. The oval bowl with dual overflow is 19 inches long and 12 inches wide. The graceful legs are in metal and crystal glass. The massive fittings, as new and original as the Lavatories, are largely hand-made by "Standard" Brass craftsmen. They are furnished in a variety of finishes to effectually harmonize with the decorative treatment of your Bathroom.

Patent applied for

"Standard" *lavatories*

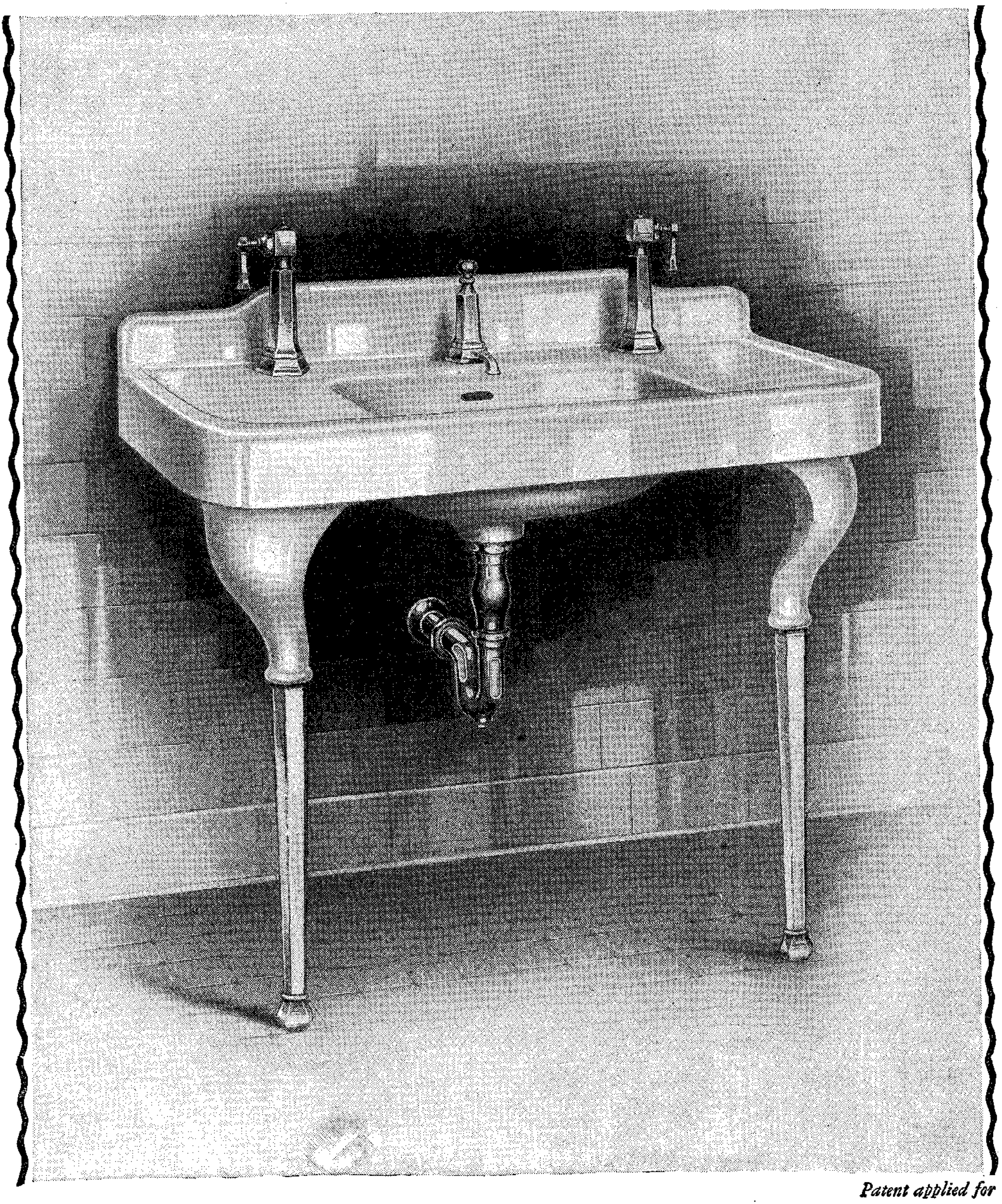
The "Templeton" and "Pemberton", New Type Lavatories, are exclusive products of "Standard" factories, having been originated by "Standard" designers and built by "Standard" master craftsmen.

For those who desire individual types of Faucets and Fittings, several unique designs are available There are plain-surface types with "Standard" Chromard non-tarnishing, non-corroding plating, and genuine hand-hammered types with other Bathroom fittings to harmonize.



LIKE the new "Standard" "Three Eights" Sinks and the new "Standard" Four Way Laundry Tray, these new "Standard" Lavatories are typical of "Standard" progress.

Standard Sanitary Mfg. Co., Pittsburgh



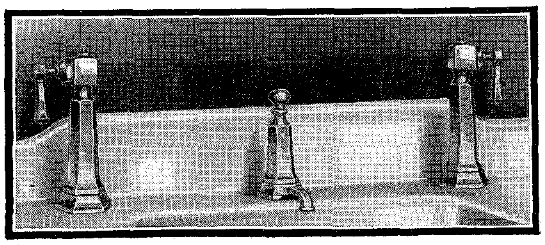
Patent applied for

The Pemberton

This "Standard" Lavatory is designed in a dignified straight-line effect. The attractive one-piece top, of genuine Vitreous China, is 36 inches long and 20 inches front to back. The square bowl is 17 inches long and 12 inches wide. The legs are in china and metal with crystal base. The "Pemberton", like the "Templeton", is roomy underneath. A chair can be drawn close and the toilet completed with utmost convenience. Both types provide the maximum of table space for toilet accessories. The broad, expansive tops make them ideal for shaving.

New Types as original and distinctive as they are beautiful ☨ ☨

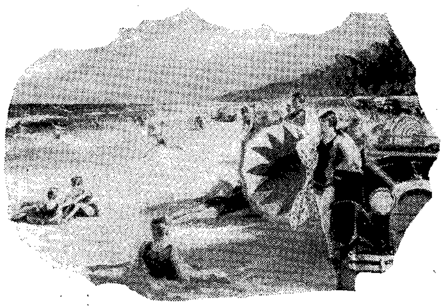
These original "Standard" types strike a new note in Lavatory design which makes it possible for you to give your bathroom distinct individuality and have it as intimately *yours* as your bedroom.



Literature completely describing and illustrating these new "Standard" Lavatories will be gladly furnished upon request. In "Standard" showrooms, after June 1st, both the "Templeton" and "Pemberton" will be on display. Be sure to see them before you build.

"Standard"
PLUMBING FIXTURES

For 40 *miles*
this curving beach
and boulevard
fringes
the tumbling
sea



SEVENTEEN miles east of Jacksonville, a sheer white stretch of sand skirts the Atlantic in an unbroken, dazzling curve for forty miles. Fronted by the restless, white-capped surf—backed by tall palms that frame the sky—this magnificent beach forms a natural, 200-yards-wide boulevard as smooth as if it were paved. A boulevard along which hundreds of motorists ride every day in open cars. And thousands of water lovers enjoy swimming, bathing and surf-riding—a round of health-building recreation and sport.

Jacksonville is thirty hours distant by rail or by ship from two-thirds of the population of America. Many hotels of the finer type, besides a great number of smaller hostelries and rooming houses, provide accommodations for thousands of visitors who come here every year.

Sooner or later, you will see Jacksonville for yourself. You will find here one of the most delightful residential cities in America. You will see about you a great commercial center — the manufacturing and distributing capital of the entire Southeast.

Come and investigate for yourself Jacksonville's opportunities for investment and business! Bring your family with you! For further information and for booklet with hotel rates, write to Believers in Jacksonville, P. O. Box 318, Jacksonville, Florida. Your letter will receive the most careful personal attention.

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THE REALM OF SUMMER PLAYDAYS—*Continued*

Richardson Highway, connecting it with Fairbanks 370 miles northward.

Beyond Valdez the vessel leads up Resurrection Bay to the modern city of Seward, 1,856 miles from Seattle. This is the southern terminus of the United States Government Alaska Railroad to Mt. McKinley National Park, to the Yukon Valley via Tanana River boats, and to its terminus, the city of Fairbanks.

Leaving Seward the voyage may be continued around the Kenai Peninsula, up Cook Inlet to Anchorage, a rapidly growing town with the farthest north golf course; another connection with the Alaska Railroad, thence to Kodiak on Kodiak Island, outfitting port for big-game hunters and base from which to visit the volcanic Katmai National Monument on the mainland of the Alaska Peninsula.

STEAMSHIP LINES

Four steamship routes provide service to Alaska, two operating from Seattle and two from Canadian ports.

The Alaska steamship Company's fleet, departing from Seattle, covers all three of the Alaskan Routes. The Pacific Steamship Company's vessels from Seattle cover the Southeastern and Southwestern Routes. Canadian Pacific steamships from Victoria and Vancouver (steamer connection with Seattle) calling at Prince Rupert, steam over the Southeastern Route. Canadian National Railways steamships from Vancouver and Prince Rupert cover the same route.

INTERIOR TOURS

No trip to this vast domain is complete without penetrating the wonders of interior Alaska. Following are the important gateways:

Route	*Ocean Termini*	*Interior Termini*	*Mileage*
White Pass & Yukon	Skagway	WhiteHorse, Y.T.	111
Copper River & Northwestern	Cordova Seward	Chitina & Kennecott	195
Alaska Railroad	Valdez	Fairbanks	470
Richardson Highway		Fairbanks	370

WHITE PASS, ATLIN, YUKON ROUTE

From Skagway the White Pass and Yukon Railway climbs the historic White Pass, up which the mad throng struggled and perished in the gold rush of '98. At summit the elevation is almost 3,000 feet. Here stands the monument marking the International Boundary. The balance of the route is through Yukon Territory. Across the Divide the rails follow the shores of Lake Bennett for nearly thirty miles.

At Carcross ("Where the Caribou Cross"), thirty-seven miles from Skagway, tourists should stop over for the Atlin side trip, disclosing incomparable lake, mountain and glacial scenery.

From Carcross the main route extends through Miles Canyon, passing White Horse Rapids to White Horse, at the head of Yukon River navigation, 2,300 miles from its mouth at the sea.

DOWN THE MIGHTY YUKON

From White Horse the Yukon steamboats leave for a river trip of unusual interest. A popular excursion is to Dawson, 111 miles, the down-stream time being about forty hours, up-stream about four days. The boat descends the narrow channel to a widening called Lake Le Barge, thereafter traversing the thrilling Five Finger Rapids to the broad waters beyond. Dawson is "the Metropolis of the Klondike."

The trip may be continued down-river from Dawson to Fairbanks as part of the great circle tour from Skagway into the interior and back to the ocean at Seward or Cordova.

At Eagle the great river crosses the boundary line of Alaska. At Fort Yukon is the region of the midnight sun. For several nights in June the sun may be seen to sink to the northern horizon at midnight, immediately rising again and swinging eastward.

At Tanana, the Tanana River joins the Yukon, affording navigation to Nenana, there connecting with the Alaska Railroad. From Nenana via Tanana is the route of the Alaska Railroads steamers, down the Yukon to Holy Cross. At Holy Cross boat connection may be made for St. Michael and thence to Nome.

COPPER RIVER—KENNECOTT ROUTE

Its ocean terminus at Cordova, the Copper River and Northwestern Railway ascends the Copper River Valley to Chitina (35 miles), thence to Kennecott. Fifty miles from Cordova is to be seen one of the world's greatest glacial spectacles. On opposite sides of the river are the huge Childs and Miles Glaciers, the former from 300 to 500 feet high and three miles long. At Chitina connection is made with the motor route over the Richardson Highway to Fairbanks, and at Kennecott (195 miles) great copper mines are of interest.

MT. MC KINLEY PARK ROUTE

Through superb scenery winds another engineering marvel, the government-owned-and-operated Alaska Railroad from Seward on the coast to Fairbanks, 470 miles, the longest rail line in the Territory. From Seward this route crosses the mountainous Kanai Peninsula, passing over the Coast Range divided at an elevation of 1,063 feet and descending by a great loop of two spirals, finally reaching and following the shore of Turnagain Arm to Anchorage, "The Magic City," a modern town and ocean port. Beyond Anchorage the railroad plunges into the interior valleys of Matanuska and Susitana Rivers. For many miles Mt. McKinley towers to the north, the highest peak in America.

The great Mt. McKinley National Park includes 3,000 square miles of natural wonderland. The gateway is at Mt. McKinley Park Station, 347 miles from Seward. This season the McKinley Park Transportation Company will operate within the Park the Savage River Tourist Camp, twelve miles from the station, reached by motor-coaches.

Beyond the Park the Railway extends northward through impressive scenery to Nenana at the head of navigation on the Tanana River. From this modern town the Alaska Railroad's steamers steam down the Tanana to its confluence with the Yukon at Tanana, thence down the Yukon to Holy Cross. At Tanana connection is made with up-river Yukon service between this point and Dawson and White Horse.

Sixty miles beyond Nenana the Alaska Railroad reaches its northern terminus at Fairbanks, metropolis of interior Alaska, trading center of an extensive region.

HAWAIIAN TRAVEL TREASURES

Among all-year playgrounds in United States territory few have attractions in greater variety than Hawaii. All forms of outdoor recreation are available amid delightful environment. Climate, scenery, picturesque peoples are the basis of Hawaii's growing popularity.

CLIMATE AND NATURE

"Roughly computed," says Dr. Gilbert Grosvenor, President of the National Geographic Society, "the annual mean temperature is 75.55 degrees, with a divergence in either direction of 7.55 degrees. As a general rule, the temperature is cooler by four degrees for every thousand feet of altitude, so that people can choose their climate to suit themselves without leaving the islands."

Nature is bountiful through the summer months. Pineapple plantations have acres of ripened fruit in June. The gorgeous Poinciana Regia is at its best in July. In this month also blooms the Night Blooming Cereus. Tropical fruits are plentiful in September, and this too is "Hibiscus Month."

Of the Hawaiian people the Bishop of London wrote enthusiastically in the London *Times* after his recent visit, likening

What is behind poise?

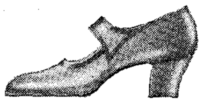
Something to think about in hot weather

WHEN the mid-afternoon sun beats upon the porch awning and the less said about the humidity the better, the woman who can still look cool as well as smart, who remains at ease and unannoyed, alert and entertaining... that woman has poise.

True poise hinges on a sense of well-being that extends to one's toes. In hot weather this happy state is more readily maintained when one is fortunate enough to wear Cantilever Shoes. For Cantilevers chafe not, neither do they bind. They are flexible from toe to heel and so keep the circulation free and the foot muscles unrestricted. They give your feet cool comfort.

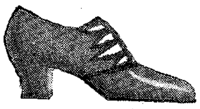
Perfect fit and good style are both desirable in shoes. In Cantilever Shoes you get both. Cantilevers have natural lines that follow every curve of your foot, giving a trimly shod appearance. Cantilever fitters are conscientious and interested in your comfort.

Slip your feet into a pair of smart Cantilever oxfords or pumps. How different they feel from ordinary shoes!



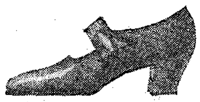
Their flexible arches fit up snugly under the instep, accurately conforming to the under-curve of the foot. When you stand, your feet are buoyantly supported. When you walk, there is no rigid piece of metal in the arch of the shoe to work against every step you take. Your whole foot feels comfortably fitted and looks smart in this trim, high-arched shoe. The freedom of circulation allowed by the flexible arch produces cool comfort on hot summer days.

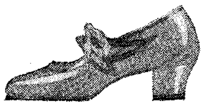
In most cities Cantilever Shoes are sold by one especially selected store which is often listed in the telephone book under "Cantilever". If you do not find it there, write the Cantilever Corporation, 414 Willoughby Ave., Brooklyn, N. Y., for the address. They will also send you an interesting booklet showing the newest Cantilever styles.

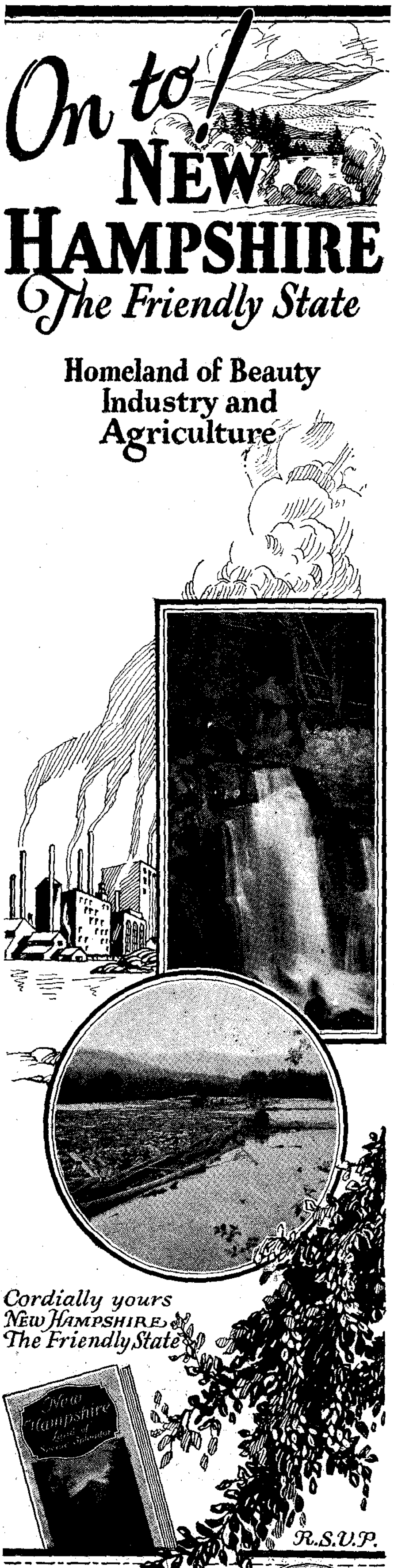


Cantilever Shoe

MEN . . . WOMEN . . . CHILDREN







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NEW ENGLAND—Homestead of the Nation

THE REALM OF SUMMER PLAYDAYS—*Continued*

Honolulu to an object lesson in world peace. "No one can touch there even for ten hours," he writes, "without experiencing the wonderful spirit of love and tolerance. The very cry of 'Aloha,' which greets you on arrival, and the garlands hung around your neck indicate the spirit of the place, inherited, I think, from the joyous nature of the Hawaiians reinforced by a Christian background."

FOUR TOURIST ISLANDS

Four islands claim tourist interest.

First, Oahu, third island in size, but first in importance because it contains Honolulu, capital, metropolis and leading port, with a cosmopolitan population of nearly 100,000. Captivating trips radiate from the city. Just beyond is famous Waikiki Beach, the Punch Bowl Summit, and within easy motoring distance the fabled Pali Cliff, Kaneche Coral Gardens, and scores of other attractions.

Second, Hawaii, "The Big Island," southeast of Honolulu, largest of the group, with about the area of Connecticut. Hilo, second city of the islands in population, is leading port and tourist headquarters. Three peaks tower over this island: Kilauea Volcano, whose active crater presents to the visitor one of nature's most stupendous spectacles; the quiescent volcano Mauna Loa, and extinct Mauna Kea, 13,825 feet in elevation, highest summit of the Pacific.

Third, Maui, lying between Oahu and Hawaii, "The Scenic Isle," noted for its superb natural formations, including Haleakala, "The House of the Sun," having the largest crater in the world.

Fourth, Kauai, "The Garden Isle," northeast of Honolulu, and noted for its charming scenery.

HAWAII NATIONAL PARK

The Hawaii National Park occupies three areas on the Islands. The Haleakala section on Maui, with 21,150 acres, embraces this great volcano. On Hawaii there are two connected sections, the first enclosing Kilauea Volcano, 79,265 acres; the second including Mauna Loa, with 17,380 acres. More than 10,200 tourists visited the park in 1926. The Department of the Interior recently announced that the Kilauea section of the park has been increased by an addition of 3,239 acres.

THIS SEASON'S EVENTS

Honolulu has become a favorite convention city. Conferences and special events scheduled for the present summer and early autumn include:

In July the Institute of Pacific Relations, with representatives from all countries whose shores face the Pacific, will meet at Honolulu at the call of President Coolidge to discuss education, recreation, rehabilitation. A sports event will be the Independence Day Regatta.

In August the National Amateur Association Union Swimming Meet will take place together with the Inter-Island Polo Meet.

In September the Hawaiian Regatta and the Territorial Fair will be held.

STEAMSHIP ROUTES

Line	*Mainland Port*
Matson Navigation Co.	San Francisco Seattle
Los Angeles S. S. Co.	Los Angeles
Dollar S. S. Line (Around the World and Trans-Pacific Services)	San Francisco
Oceanic S. S. Co.	San Francisco
Nippon Yusen Kaisha (Trans-Pacific)	San Francisco
Canadian Australasian Royal Mail	Vancouver Victoria

INCREASED ACCOMMODATIONS

To meet the amazing increase in Hawaiian travel, greater accommodations are available this summer. The great express passenger steamship *Malolo,* flying the Matson Line flag, is soon to make her maiden voyage, in connection with fast train schedules, bringing Honolulu within seven days of Chicago.

The completely rebuilt 21,000-ton liner *City of Honolulu* is making her maiden voyage June 4 from Los Angeles to the Islands, under auspices of the Los Angeles Steamship Company.

The new Royal Hawaiian Hotel overlooking Waikiki Beach is now open with an eighteen-hole golf course recently completed.

Dollar Line steamships in the Seattle-Orient service are now calling at Honolulu

CANADA'S VARIED WONDERLANDS

North of the International Boundary lie the vast playgrounds of Canada, beginning on the west with British Columbia—large enough to include within its area all of France, Italy, Belgium, and Holland.

Beyond the rail lines are expanses as yet unexplored and unmapped. It is still the country of the Indian celebrating his potlatch, the occasional settler and trapper Fort St. James, on Stuart Lake, established in 1806, is the oldest Hudson's Bay Company post in British Columbia. Here, too, one may see the Royal Mounted Police.

In western parts of the territory, however, civilization has become firmly established. Particularly is this true of the attractive coast cities.

VANCOUVER THE IMPRESSIVE

"Vancouver is like a fairy book and each page is a fresh story," says Katherine Hale in her "Canadian Cities of Romance." She continues: "There is a freshness and charm about it that comes from something more than sea air and even the beauty of mountains, that makes one inquire into the quality of a place so eloquent of youth and vigor."

Terminus of Canada's two great steel pathways, which stretch hither from the Atlantic, about 3,500 miles away, the Canadian Pacific and Canadian National Railways; port of Canadian Pacific trans-pacific steamship lines; Canadian National Railways and the Canadian Pacific Alaska Steamships; and a port of call for some fifty other ocean lines, Vancouver is the commercial metropolis of western Canada.

VICTORIA—CITY OF GARDENS

In an island kingdom of her own, Vancouver's sister city, "Victoria, chief city of Vancouver Island, is Canada's lyric postscript," to quote again from Katherine Hale, "a place intended from all time, on account of climate and environment, to be a city of homes and gardens. These gardens one remembers more vividly than public buildings and streets. . . ."

The Parliament Buildings of Victoria, the Provincial Museum, the Butchart Gardens, Crystal Garden, with its hot saltwater baths, auditorium, galleries, etc., are the delights of tourists. Victoria is connected by water lines with mainland ports, including Anacortes, Bellingham, Port Angeles, Seattle, and Vancouver. Victoria is also port of call of the trans-pacific and Alaska steamship lines from Vancouver mentioned above.

Two great rail arteries penetrate central and southern British Columbia, each of them being a Canadian transcontinental system.

CANADIAN NATIONAL RAILWAYS ROUTE

Soon after leaving Jasper National Park in Alberta the Canadian National enters British Columbia through the Yellowhead Pass. Mount Cavell and Yellowhead Lake follow, and Red Pass Junction is reached where the Canadian National's two great arms diverge. One division turns northwestward along the Fraser, Necharko and Bulkley Rivers, penetrating a region of many lakes. Reaching the valley of the Skeena River it follows this waterway southwestward to Prince Rupert.

The other division turns southwestward from Red Pass Junction, and at Robson it passes almost under the brow of Mount Robson, the monarch of the Canadian Rockies, rising majestically to an altitude of 13,069 feet. A trail, the delight of nature lovers, leads up the Grand Forks River through the Valley of a Thousand Falls to the rear of Mount Robson.

Beyond this rail route follows the Thompson River to Kamloops (whence a branch extends to Okanagan Lake), thence on through the Thompson and Fraser River valleys to Vancouver. The two ocean termini of these divisions are connected by a coastwise water route between Prince Rupert and Vancouver, forming the third leg of the famous Triangle Route.

THE CANADIAN PACIFIC ROUTE

Over the summit of Kickinghorse Pass on the Great Divide the Canadian Pacific enters British Columbia from Alberta, leaving behind Banff National Park and Lake Louise before entering another national reservation.

Field is in the center and the headquarters for Yoho Park. West of this Park at Golden connection is made with a division running southeastward to the Windermere Lake region and to the Kootenay country, with water and rail connections for Arrow Lake and Okanagan Lake, rejoining the main line at Sicamous. Between Golden and Sicamous the railroad traverses the heart of Glacier Park (Glacier Station being the headquarters) and skirts Mount Revelstoke Park, from Revelstoke, having a branch line to Arrowhead. West of Sicamous the line follows the Thompson and Fraser rivers, canyons and valleys to Vancouver.

YOHO NATIONAL PARK

Yoho is the Indian's exclamation of wonder and delight, and an appropriate name, for, as the late author, R. E. Vermede, said: "I am not afraid of exaggerating the beauties of the Yoho. This valley of enormous trees spiring up from unseen gorges to well-nigh unseen heights; of cataracts that fall in foam a thousand feet; of massed innumerable glaciers; this valley into which it seems you could drop all Switzerland and still look down, is not easily overpraised. The difficulty is to praise it adequately."

From Field, trips may be made to the Park's many attractions, including the Burgess Trail, Yoho Valley Drive, Takakkaw Falls, Emerald Lake Drive, Kickinghorse River and Natural Bridge.

KOOTENAY NATIONAL PARK

This reservation includes 587 miles of canyons, lakes and rivers, with the Lake Windermere region almost directly south. It is reached by the Banff-California Highway, passing through mountain scenery, including historic rivers, towering canyons, Briscoe Range, Ice Lake, Sinclair Canyon and Radium Hot Springs.

GLACIER NATIONAL PARK

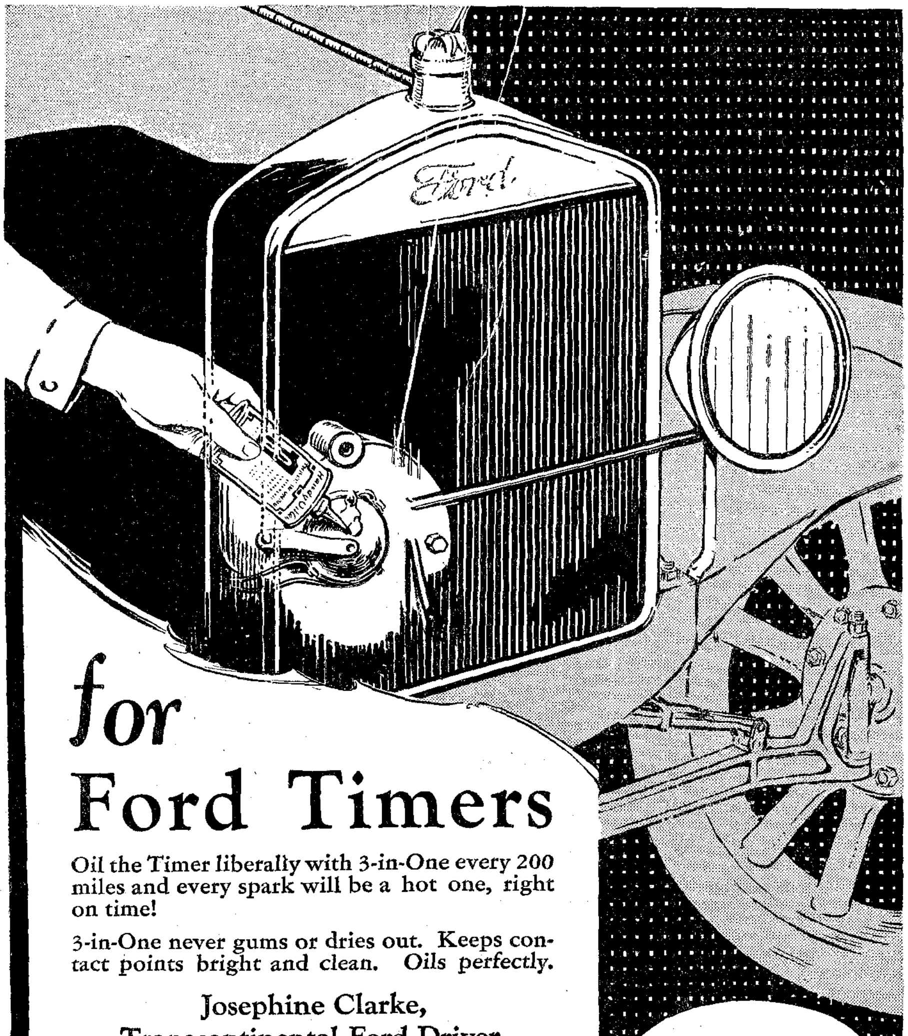
Golden is the gateway to the Canadian Glacier Park, a region "crowned with innumerable glaciers, luxuriant forests, alpine flower gardens. It is one of the best centers for alpine climbers and students of glacier formations, and includes the Illecillewaet and Asulkan valleys and glaciers, Nakimu caves, Marion Lake, Rogers and Baloo passes.

MOUNT REVELSTOKE PARK

This reservation of 100 square miles includes the great mountain from which it is named, the general scenic characteristics being similar to those of Glacier Park.

JASPER—THE HEART OF NATURE

A vast labyrinth of the Canadian Rockies, rivers, lakes and seemingly limitless forests occupying 4,000 square miles—this, briefly, is Jasper National Park. Largest of its lakes are Brule and Jasper, expansions of Athabasca River. Tallest of its peaks is snow-crowned Mount Edith Cavell from a height of 11,033 feet overlooking countless other summits. Jasper Lodge, in the rustic style of architecture, on the shores of Lac Beauvert, with its neighboring bungalows, is the tourist headquarters. Recreation in variety is available, including an eighteen-hole golf course, tennis courts, heated swimming-pool, saddle-trail trips, mountain-climbing with Swiss guides, camping expeditions, fishing, canoeing, motor trips to the Maligne River Canyon,



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"Since that time we have driven across the continent three times, always oiling the Timer every day with 3-in-One Oil. Altho we carried an extra Timer for an emergency, we never used it. 3-in-One Oil certainly makes a difference on the grades, too."

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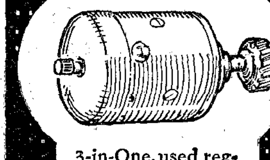

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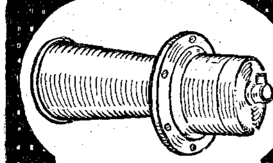

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SOUTHERN PACIFIC LINES

THE REALM OF SUMMER PLAYDAYS—*Continued*

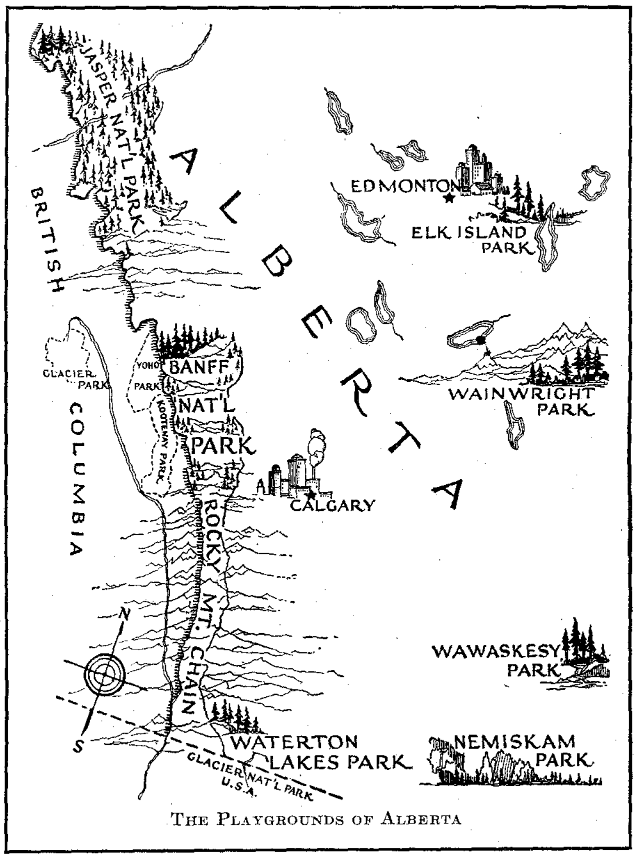
Mount Edith Cavell and Glacier of the Angel, etc.

BANFF NATIONAL PARK

From the eastern foothills to the crest of the Canadian Rockies in Alberta, adjoining Yoho Park on the west, this playground is world-famous. Park headquarters are at the town of Banff, which "has been synonymous with beauty in the hearts of nature-lovers for many years," says M. B. Williams in his "Through the Heart of the Rockies and Selkirks." "It nestles in the green valley of the Bow in a wide circle of lofty and beautiful mountains. . . . Perhaps one of the reasons why so many people love Banff is because they find there such a number of things to interest and amuse. . . . For the botanist, geologist, or student of wild life she offers the opportunities of an unequaled outdoor school. The sportsman finds golf, tennis, boating, swimming, excellent roads for walking, riding, driving or motoring. For the lover of nature there are scores of infinitely lovely districts—more than he could possibly exhaust in a single season—accessible by road or trail."

IDYLLIC LAKE LOUISE

It would seem that the culmination of mountain glory had been attained at Banff, yet if the railway be followed for thirty-five miles westward through the National Park and on to Lake Louise, another superb mountain playground will be unfolded.



THE PLAYGROUNDS OF ALBERTA

The Château Lake Louise is tourist headquarters. Trails to neighboring lakes, glaciers and mountains invite the hiker and climber. Swiss guides are available. Saddle ponies for Paradise Valley and strolls along Lake Louise promenade furnish pleasure to many.

WATERTON LAKES PLAYGROUND OF TWO NATIONS

In the southwestern corner of Alberta is the Waterton Lakes National Park, directly adjoining on the International Boundary Glacier National Park, of Montana. The two thus combine to form an inspiring international playground. Among the many waterways of Waterton Lakes Park is the beautiful Waterton Lake, about nine miles in length, its southern end lying in Glacier National Park. At its northern or Canadian end the Great Northern Railroad has just completed, in the Swiss style of architecture, the new Prince of Wales Hotel, to be opened July first. On the south it is connected by motor-coach routes with Glacier Park Station, on the Great Northern line, and with hotels in Glacier National Park, and on the north with Banff, in Banff National Park, on the Canadian Pacific.

MANITOBA AND ITS CAPITAL CITY

The Province of great lakes, many rivers and Hudson Bay posts has limitless undeveloped possibilities for the vacationists. Lake Winnipeg covers 9,500 square miles, and near by are Lake Winnipegosis and Lake Manitoba. The city of Winnipeg, the capital, is modern from foundations up. Ranking as one of the world's greatest wheat markets, Winnipeg also has many playgrounds. Within its limits are nearly 700 acres of parks, and with water transportation on its great lake and the Red River and rail transportation by both transcontinentals, many delightful resorts are within easy reach—including waterside cottage colonies and beaches and boating waters.

"THE LAND OF THE SILENT NORTH"

In the vast, far northern reaches of Manitoba are regions accessible by Indian guides for hardy and adventurous sportsmen. Waterways and portages lead northward to the far-flung posts of the Hudson's Bay Company and Revillon Frères, at York Factory, Port Nelson and other Hudson Bay points.

ONTARIO, BLUE WATER COUNTRY

Some one has designated the Province of Ontario as Canada's "Blue Water Country." Over its surface extends a maze of waterways. Along the bulk of its borders is water, fresh and salt.

THE RIDEAU LABYRINTH

The continuous navigable waterway between Kingston at the beginning of the St. Lawrence to Ottawa on the Ottawa River includes the famous Rideau Lakes and River, renowned among sportsmen and vacationists.

A GREAT NATION'S CAPITAL

"Waterfalls, rivers, canals, locks, bordering forests, ridges of glorious rock—these form an essential part of the picture of Ottawa," says Katherine Hale, in her "Canadian Cities of Romance." "A winelike, bracing air gives her the divine essence of youth. Her classic buildings are only the mental side of her."

Returning to southern Ontario, we find summering places scattered along the northern shore of Lake Ontario between Kingston and Toronto. Kingston herself, with her gray Martello towers, is mellowed by age; once, as a fur-trading post, she was under the jurisdiction of Count Frontenac.

TORONTO, TOURIST CLEARING-HOUSE

"Travelers from everywhere, lodged for a moment in one of the down-town hotels,"—to quote further from the same author—

"A good deal Canadian in atmosphere, a little American in manner, wholly British in feeling, Toronto is a stimulating city in which to live and work."

A few hours' rail journey from Toronto or Ottawa, or an overnight trip from eastern United States cities, brings the vacationist to Ontario's Highlands. On the border of this region, directly north of Toronto, begin the many resort centers.

LAKE SIMCOE RESORTS

Many popular waterside resorts line the shores on Lake Simcoe and its connecting lake of the north, Couchiching. The town of Orilla, at the junction of the two lakes, is one of the many gateways, located on the Canadian Pacific and the Canadian National systems.

WHERE WINDS THE LAKE OF BAYS

To this lakeland east of the Muskokas, embracing Vernon, Mary, Fairy, Peninsular, Lake of Bays, and scores of other waterways, flock numerous vacationists. Besides water recreation there are five golf courses in this district. Huntsville (Canadian National Railways) is the gateway.

KAWARTHA IN THE HIGHLANDS

"Bright Waters and Happy Lands" is the definition of the Indian name for the Kawartha Lakes system, and the white man coming hither for rest and recreation agrees upon the appropriateness of the name. Peterboro, Lindsay, and Beaverton are the main gateways on the Canadian National Railways.

ALGONQUIN'S GREAT PLAYGROUND

Within the four thousand square miles of the Algonquin Provincial Park in Ontario's Highlands are myriad lakes, rivers and streams where the paddle, rod and camp offer pastime to many vacationists. There are 1,500 lakes, scores with connecting waters offering delightful canoe trips. There are vast areas of virgin forest, in whose pine-scented air hay fever is unknown. The elevation averages 2,000 feet. Algonquin Park Station (Canadian National system) is the Park headquarters.

IN THE MUSKOKA FAIRYLAND

Just inland from the Georgian Bay and connected with it by various waterways lie a chain of winding and connected lakes long famed for their beauty—the Muskokas. From north to south they include Lake Joseph, fourteen miles long; Rosseau, twelve miles in length; Muskoka Lake, nineteen miles from end to end. Through these lakes between Port Cockburn (Lake Joseph), Rosseau (Lake Rosseau) and Muskoka Wharf, at the foot of Muskoka Lake, ply steamers, the route winding among countless islands and through connecting channels. The rail gateways on the north are Maple Lake, with stage connection for Port Cockburn, or Rosseau, and on the south, Muskoka Wharf.

PADDLING THROUGH THE FRENCH AND PICKEREL RIVERS COUNTRY

From the northern end of Georgian Bay, north of the Maganatawan River System, leads inland the picturesque French River, which is joined by the valley of the Pickerel River with lakes and streams forming a maze of waterways that appeal to canoeists, fishermen, and campers. Key Harbor, Pickerel River, Hartley Bay, and Bayswater are rail gateways. The canoeist may ascend the French to its origin at Lake Nipissing, fifty miles long, the outfitting point of which is North Bay, on each of the great Canadian railway systems.

TIMAGAMI IN THE NORTH COUNTRY

Nearly four million acres are included in the vast Timagami Forest Reserve north of the French River country and about 300 miles from Toronto. Timagami Station is the rail gateway from whence steamers are operated.

GEORGIAN BAY—ISLAND PARADISE

A labyrinth of islands and islets covering an area one hundred and twenty miles north and south by about fifty east and

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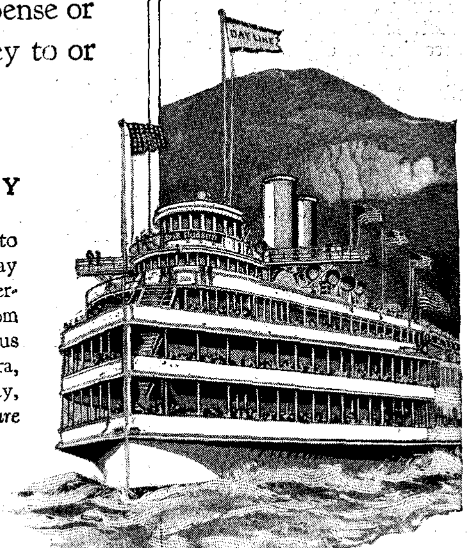


THE REALM OF SUMMER PLAYDAYS—*Continued*

west, on the eastern border of the Georgian Bay of Lake Huron, provides a playground unlike any other on the continent. It is commonly designated the Thirty Thousand Islands region. Actually recorded on government maps are forty-eight thousand bodies of land surrounded by water. Between them are mazes of winding, forest-bordered channels and intriguing bays indenting the mainland shore. For the camper, fisherman and canoeist, they offer a paradise. For the traveler who views them from the deck of the steamer following the twisting channel between Midland and Parry Sound, they offer several hours of delight.

ALONG THE HURON SHORE

From Sarnia on the St. Clair River, one of Ontario's principal rail-and-water gateways, to Tobermory on the Bruce Peninsula around on the Georgian Bay shore-line, extend a series of attractive waterside resorts, including Grand Bend at the mouth of Aux Sable River; Bayfield, and Goderich on high cliffs; Kincardine at the mouth of the Penetangor River; Port Elgin of the broad beaches; and scores of resorts on the indented Bruce Peninsula, reached from Warton. On the Georgian Bay shore are Owen Sound, Collingwood, and Port McNicoll, important ports of Great Lakes shipping.

Into Port McNicoll come the Canadian Pacific Great Lakes steamers for Owen Sound, Sault Ste. Marie, Port Arthur, and Fort William to Duluth. From Detroit, Sarnia, Sault Ste. Marie, Port Arthur, and Fort William is "Canadian National Route," operated and owned by the Canada Steamship Lines, Limited.

BORDERING DEEP WATER

Along Ontario's Lake Superior coast line are places of interest, historic and modern. Two hundred years ago the portage route was established by the Hudson's Bay Company from Michipicoten to Moose Factory on Hudson Bay. Into Lake Superior also empties another waterway, the Nipigon River, leading northward to Lake Nipigon. Far westward, at Grand Portage on the border line, other waterways lead from the lake shore northwestward to the Lake of the Woods. Between these outlets to the interior, facing Thunder Bay and opposite picturesque Isle Royale, stand the sister cities of Port Arthur and Fort William, Canada's great grain shipping outlets.

NIPIGON FOREST RESERVE

North of Lake Superior, fringed by the forest, is Lake Nipigon with a forest-clad shore-line of eight hundred miles. From the log-cabin camps at Orient Bay excellent fishing waters are accessible.

QUETICO IN THE RAINY RIVER DISTRICT

Three thousand square miles of forests and waterways in the Rainy River region, one hundred miles west of Port Arthur, are available for campers and fishermen in the Quetico Forest Reserve.

THE EMPIRE OF QUEBEC

Covering an area greater than that of Great Britain, France, Germany and Spain combined, the great Province of Quebec offers an infinite variety of attractions to the vacationist. Here we may step into old-world atmosphere in sharp contrast with the modern. Here is the French Canada opened to the white race by Jacques Cartier four centuries ago. Here are tradition, song and legend, age-mellowed. Nature has endowed the Province with the riches of the St. Lawrence, the Saguenay, the Laurentian mountains, rivers, and lakes.

THE CITY UNDER THE BROW OF MOUNT ROYAL

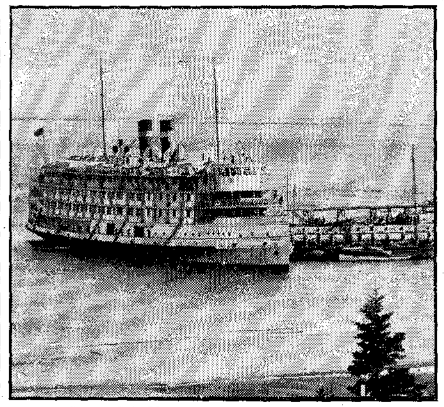
Stand upon Montreal's Place d'Armes and the city's complexity comes full upon you. Down St. James Street stretch financial institutions which have made Montreal the Dominion's commercial capital. Nothing could be more materialistic. Yet a stone's throw distant rise the twin towers of Notre Dame de Montreal, its exquisite chapel containing priceless art treasures. Its atmosphere breathes the spiritual quality of the city. Within a step of the superb department stores of Notre Dame Street, further up-town, stand the gray walls of the Château de Ramesay, tourists' historical show place. Above the crowded hotels, the roar and rush of traffic, towers the mountain park at whose lap rise steeple, dome, sky-scraper and funnel of liner, a city worth seeing, and through which pours an army of visitors. Both Canadian National Railways and the Canadian Pacific system serve it, each bringing trains direct from the United States. It is a port for European shipping by the Canadian Pacific Steamships, the Cunard and Anchor Lines and Canadian White Star services.

QUEBEC, THE IMMORTAL CITY

From three centuries of human drama, including pioneer struggle, warfare, tyranny and romance, Quebec emerges in this peaceful epoch, one of the most—if not the most—fascinating city of the continent. The city founded by Samuel de Champlain is thus the objective of many travelers. And Quebec does not disappoint. Along the fringe of the river shore nestle the almost medieval buildings and narrow, old-world streets of the lower town. Above them tower the citadel, the Terrace, Quebec's vast front-door veranda, and beyond, the historic Plains of Abraham. Down upon all looks the towering bulk of the Château Frontenac, one of the world's famous tourist headquarters. For the fleet of the Canada Steamship Lines river steamers it is an important divisional point. Each of Canada's transcontinental rail systems converge here, and at its piers dock transatlantic steamships of the Canadian Pacific Steamships, the Cunard and Anchor and the Canadian White Star services.

THE VOYAGE INCOMPARABLE

Over the more than 750 miles of waterways between Toronto, Ontario and Chicoutimi, Quebec, extends a voyage unequaled for variety elsewhere on this continent. It is a continuously changing panorama of scenic wonder, of historic association, of legend and romance. For United States tourists the complete voyage may well begin at Lewiston, at the foot of the Niagara Gorge, by the trans-lake steamer to Toronto.



Courtesy Canada S.S. Lines

GOING ASHORE AT TADOUSAC

From Toronto the course is southeast across the broad expanse of Lake Ontario to Rochester, thence northwest during the night to Kingston, on the Canadian shore. Early risers will find the steamer threading the Thousand Island paradise from the beginning of the St Lawrence beyond Kingston. In their midst calls are made at Clayton and at Alexandria Bay on the New York shore. Brockville on the Canadian side is the next stop, and beyond it at Prescott passengers transfer to the steamer specially designed for shooting the St. Lawrence Rapids.

With Prescott Harbor behind, the river begins its series of downward racings. The swirling Galops Rapids are shot and passed. An hour later the vessel is under impetus of Rapids-du-Plat, and then the Long Sault, emerging to land at Cornwall, Ontario. East of Cornwall the river widens into Lake St. Francis. Then it rushes in succession through the Coteau, Cedar, Split Rock and Cascade Rapids, and at Lake St. Louis receives the waters of the Ottawa. The final thrill of swift waters comes within sight of the domes and spires of Montreal, when the boat is caught up by the famous Lachine Rapids and hurled through its tortuous rocky channel with a drop of fifty-six feet. The Montreal docks are a short distance beyond, and here one changes to the Quebec or regular Saguenay cruise steamers.

After the lines are cast off at Montreal the voyage enters French Canada. Trim white farmhouses and checkerboard fields with villages marked by church steeples are landscape features.

On the south shore are Boucherville, which in 1695 suffered a terrible Iroquois massacre. Then rise the twin spires of Varennes, with its miracle spring, and beyond it Vercheres, against which the tomahawk was also raised. At Sorel the waters of the Richelieu River, flowing from Lake Champlain, join the St. Lawrence. Beyond Sorel the river widens into Lac St. Peter. On the north shore there follow Yamachiche, Point du Lac and Three Rivers. The last-named city is the head of tidewater and Quebec's third largest city, and marks the confluence of the River St. Maurice with the St. Lawrence. Nearing Quebec, Cap Rouge is passed, where Jacques Cartier spent the winter on his second voyage; and then, abreast of Cap Diamond, the gray towering heights of Quebec are seen.

Below Quebec the St. Lawrence flows through the heart of French Canada, and its scenic grandeur constantly increases. On the north shore may be seen the foaming waters of Montmorency Falls and the shrine of Ste. Anne de Beaupré, to which 150,000 pilgrims journey each year. The green shores of historic Isle d'Orleans are skirted and Cap Tourmente is passed, the beginning of lofty heights which from now on are to line the north shore. Opposite the Ile-aux-Courdres nestles Baie St. Paul. Later Les Eboulements may be seen crowning a lofty cape. Ste. Irenée is left behind, and about eighty-five miles from Quebec Point au Pic comes into view and we are at Murray Bay, fashionable resort, with the huge Manoir Richelieu looking down upon the pier. If time permits, the drive to the old town, Malbaie, is worth while. The solitudes of the north-shore mountains are hardly disturbed by the tiny communities of Cap à l'Aigle, or St. Simeon.

Finally a lightship is passed and the steamer swings sharply to the north, heading into the fjord of the Saguenay. Now begins the culmination of the whole voyage, the trip up the black waters, in places more than a mile in depth, of a river winding through a mighty gorge of stern and precipitous mountains. Cape after cape unfolds new and impressive vistas, the crowning majesty of scenic sculpture being reached in Capes Trinity and Eternity, rising in solid rock sheer from the water's edge nearly two thousand feet, an unforgetable spectacle.

At the mouth of the Saguenay the steamer stops at ancient Tadousac, where Pierre de Chauvin built the first house to be erected in Canada, in 1599, and which later became a fur-trading post. To-day it has a huge modern hotel overlooking a horseshoe bay amid spectacular natural surroundings. To ramble ashore in its balsam-laden air is a delight. It is customary for large steamers to proceed up the

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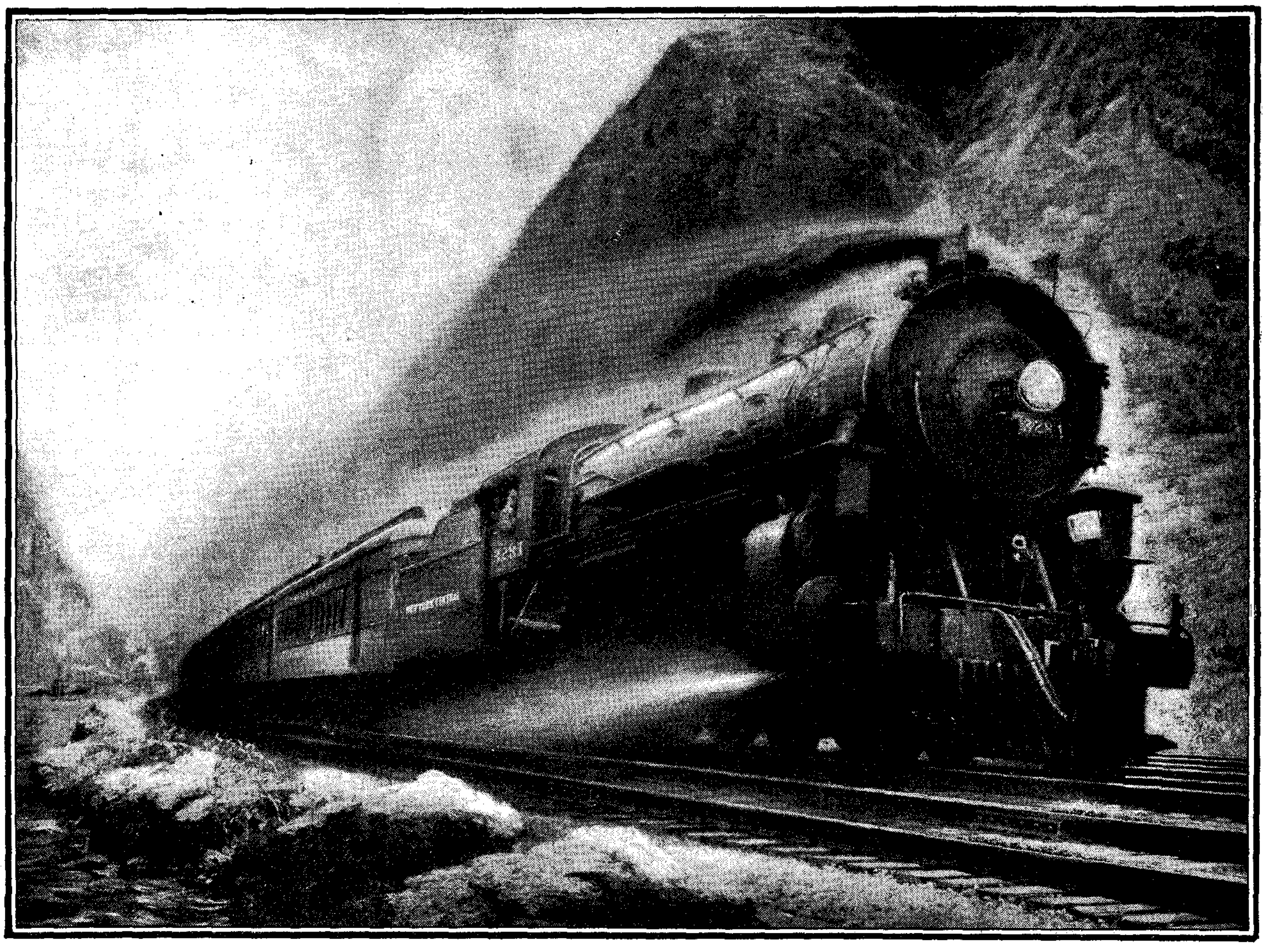

The first section of the eastbound Century leading the way down the Hudson River Valley—From a painting by Walter L. Greene.

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THE REALM OF SUMMER PLAYDAYS—*Continued*

Saguenay to Ha-Ha Bay by night, returning next day by daylight. Smaller boats go to Chicoutimi, at the head of navigation.

IN THE LAURENTIAN COUNTRY

North of the St. Lawrence, stretching far into the wilderness, is a land of lakes, rivers, forests and moderate-sized mountains, a land of natural charm as yet unspoiled by civilization. Between Quebec and the Saguenay River more than 3,000 square miles of this region are preserved from the ax in the Laurentides National Park. Outside of this reservation there are some 40,000 square miles of waterways and forests stretching between Lake St. John and the Gatineau Valley. Follow the Canadian National northward from Montreal to Morin Heights, Montfort, Newaygo, Sixteen Island Lake, Beaver Lake, Huberdeau and Lac Remi, the same system north from Quebec to St. Felicien in the Lake St. John country, or the Canadian Pacific from Montreal to Ste. Agathe and Mont Laurier, and you will find no wilder or lovelier country.

PICTURESQUE GASPÉ

Beyond the mouth of the Saguenay the St. Lawrence continues to widen in its course toward the Gulf. Bordering the south shore is the Gaspé country, a favorite region with many vacationists. Rivière-du-Loup, diagonally opposite Tadousac, has a cottage colony and bathing beach. Bic offers many summer attractions. Rimouski dates from 1701. At Father Point the transatlantic liners drop or pick up their pilots. Far around on the tip of the Gaspé Peninsula, on a bay of the same name, is ancient Gaspé, where tradition says Cartier first set foot upon the continent. An amazing natural formation at the eastern end of the peninsula is the famed Percé Rock, rising perpendicularly about 300 feet high just off shore, and pierced by a natural arch. The southern coast is bordered by Baie Chaleur, with Metapedia at its western end, an important rail gateway to the Gaspé country.

SUMMER'S CALL TO MARITIME CANADA

The tang of ocean breezes mingling with fragrance of balsam; forests and innumerable waterways; coastal scenery the delight of artists, and a complete assortment of recreation on land and water—these are some of the qualities that have made the Maritime Provinces much-sought-after summer playgrounds.

NEW BRUNSWICK FORESTS AND SEASHORE

"It might be said that New Brunswick is the greatest sporting Province in the whole of Canada," says C. F. Lane in his "Hunting in New Brunswick," "and so it is if British Columbia be omitted from the list."

But hunting is only one of New Brunswick's many pastimes. The Miramichi and Restigouche Rivers are ranked among the world's best salmon fishing waters. Camping opportunities abound, and three famous canoe trips are mapped and described in the Canadian National's booklet, "Canoe Trips and Nature Photography." Six hundred miles of indented coastline provide seaside bathing and golfing resorts. Metapedia and Campbellton are northern gateways to the Baie Chaleur and northern fishing rivers. Historic St. John, with its famous reversing falls, is the southern rail and ocean gateway. From its harbor, steamer may be taken up the St. John's River to Fredericton, the capital, an outfitting point for expeditions to the interior. Golfers congregate at St. Andrews-by-the-Sea, overlooking Passamaquoddy Bay, and at numerous other seaside resorts.

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AND OF EVANGELINE

story, environment and climate give Nova Scotia her charm. d the early Norsemen. Her ple, descendants of Scotch and re famous for their stalwart nd hospitality.

ties are tourist headquarters— th, principal port of the south ast, and Halifax, capital and shipping headquarters of the Province.

The entire circuit of the Nova Scotian indented coastline is dotted with summering places, while the interior country is noted for its pastoral beauty. On the north coast Pictou is a replica of a Scotch town, and near by are a lodge and cottages amid delightful surroundings. Antigonish on St. George's Bay attracts summer visitors. Lunenberg, Bridgewater, Liverpool, and Shelburne are among the Atlantic Coast galaxy.

Evangeline's land includes the pastoral valleys of the Gaspereau, Annapolis, and Cornwallis. Wolfville, on the Basin of Minas, and Grand Pré of "Evangeline's Well" fame, are centers of tourist interest.

Eastward of the main peninsula is Cape Breton Island, with its Sydneys, Louisburg, "the Gibraltar of America," and picturesque Bras d'Or Lakes, its entire coast and interior altogether charming.

"THE GARDEN OF THE GULF"

Prince Edward Island is a study in shades of green. Its sloping meadows, its deep foliage and its surrounding emerald waters are a series of paintings by nature in every hue of summer's predominant color. Yachtsmen, fishermen, and cottagers flock to its capital, Charlottetown, overlooking a bay of rare beauty, to Summerside, Tignish, Montague, Murray Harbor, Georgetown, Souris, and scores of other oceanshore resorts.

IN NORTHERN LANDS

Northwest of Cape Breton Island lies the Crown Colony of Newfoundland, its 4,000 mile coastline closely resembling the fjord-lined boundary of Norway. Lakes occupy one-third of its interior, rivers attain a length of two hundred miles, and mountains altitudes of twelve thousand feet. St. John's is the ocean gateway.

RAIL AND WATER APPROACHES

Beginning with the first week of July and continuing through the summer season, New York is to be linked for the first time with St. John, N. B., and Halifax by a through week-end sleeping-car train, named the "Down Easter." The route of this new service will be over the New Haven, Boston and Maine, Maine Central, Canadian Pacific and Canadian National Railways systems. This train will leave New York Fridays, and running via Worcester, Portland and Bangor, will reach St. John Saturday noon and Halifax in the afternoon. The return train will leave Halifax Sunday afternoons.

During the northern part of its run the train will be consolidated in both directions with the Boston week-end train to and from the Maritime Provinces, known as "The Pine Tree Acadian."

The superb new steamer *Evangeline* is being completed by the Eastern Steamship Lines and is expected to be placed in the New York-Yarmouth service during the present season. The same line maintains regular service between Boston, St. John and Yarmouth. From Montreal to St. John and Halifax through service is maintained by Canadian National Railways and Canadian Pacific Railway. Between Truro, Halifax, Digby (ferry connection to St. John) and Yarmouth rail service is provided by the Dominion Atlantic Railway.

Access to Cape Breton Island is by Canadian National Railways to Mulgrave, thence by car ferry across the Strait of Canso to Port Hawkesbury.

Prince Edward Island is approached by Canadian National Railways to Cape Tormentine, N. B., thence by car ferry across Northumberland Straits to Borden; or from Pictou, N. S., by same line, connecting with steamer to Charlottetown and other points.

Newfoundland is reached by Canadian National Railways to North Sidney, Cape Breton Island, thence by Newfoundland Government Steamer line to Port Aux Basques. Through steamer service between New York and St. Johns is provided by the Red Cross Line. Labrador cruises begin at Newfoundland, with routes maintained by the New Foundland Government steamships.

THE WHERE AND HOW OF EUROPE

Guide books and works of travel or description are the only adequate means of intelligent preparation for the European trip. In our consideration of overseas travel, therefore, we present the briefest hints only of essential points of interest with concise tables of rates and routes. Fragments of this outline have been taken from the excellent new guide book of Europe, entitled "When You Go to Europe," by Edwin Robert Petre (Funk & Wagnalls Company).

ENGLAND

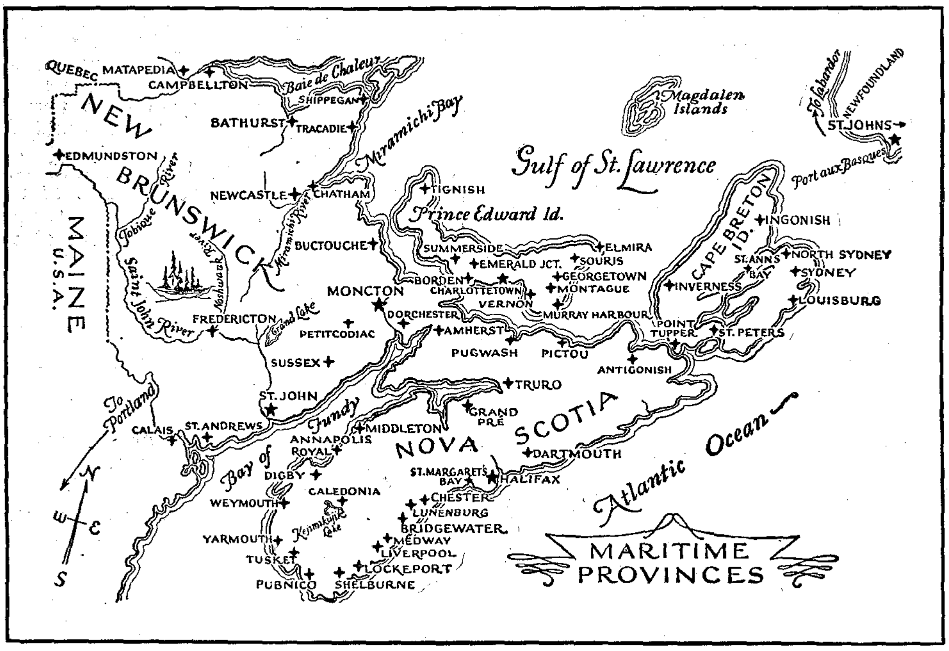
Essential tourists objectives in England include the seashore resorts of Great Britain such as: Bath, Horrogate, Falmouth, Brighton and Scarborough; the English lakes; the cathedral towns of Canterbury, Peterborough, Norwich, Lincoln, York, Durham; the Shakespeare country; North Devon of Lorna Doone fame.

SCOTLAND

Edinburgh, famous center of learning; Glasgow with its shipyards; Dundee; Aberdeen; Perth in the shadows of the Grampians; Linlithgow, birthplace of Mary, Queen of Scots; St. Andrews with the oldest university in Scotland and the Scenic Trossachs are not to be omitted.

IRELAND

Tourist attractions include historic cities, beautiful lakes and rugged country. The Dublin cathedrals and Trinity College; Wexford, founded by the Danes in the 9th century; Westmeath Lakes; Kilkenny; Blarney Castle and the famous stone; the


QUEBEC
MATAPEDIA
CAMPBELLTON
Baie de Chaleur
SHIPPEGAN
BATHURST
TRACADIE
Miramichi Bay
NEW BRUNSWICK
EDMUNDSTON
Tobique River
Saint John River
Nashwaak River
Miramichi River
NEWCASTLE
CHATHAM
BUCTOUCHE
MAINE U.S.A.
FREDERICTON
Grand Lake
PETITCODIAC
MONCTON
SUSSEX
ST. JOHN
To Portland
CALAIS
ST. ANDREWS
Bay of Fundy
ANNAPOLIS ROYAL
DIGBY
MIDDLETON
WEYMOUTH
CALEDONIA
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YARMOUTH
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PUBNICO
SHELBURNE
LOCKEPORT
LIVERPOOL
MEDWAY
BRIDGEWATER
LUNENBURG
CHESTER
ST. MARGARETS BAY
HALIFAX
DARTMOUTH
NOVA SCOTIA
GRAND PRÉ
TRURO
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AMHERST
PUGWASH
PICTOU
ANTIGONISH
Gulf of St. Lawrence
Prince Edward Id.
TIGNISH
SUMMERSIDE
EMERALD JCT.
BORDEN
CHARLOTTETOWN
VERNON
ELMIRA
SOURIS
GEORGETOWN
MONTAGUE
MURRAY HARBOUR
CAPE BRETON ID.
INGONISH
INVERNESS
ST. ANNS BAY
NORTH SYDNEY
SYDNEY
LOUISBURG
POINT TUPPER
ST. PETERS
Magdalen Islands
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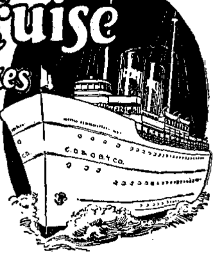

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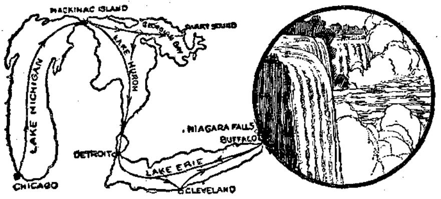

THE REALM OF SUMMER PLAYDAYS—*Continued*

lakes of immortal Killarney and the Gap of Dunloe should be visited.

FRANCE

The ensemble of France includes medieval cities, castles, châteaux, vine-clad hills, fir forests and rivers of haunting legend. All tourists go to Paris and its suburbs, Versailles and Fontainebleau. Other cities of tourist interest include: Bordeaux, Lyons, Marseilles, Grenoble, Orleans, Verdun and the French Riviera.

BELGIUM

So much has been told of Belgium in recent years that it is hardly necessary to do more than remind the tourist of the beautiful and interesting cities of Brussels, Antwerp, Liege, Bruges, Ghent, Dinant among the hills of Namur, the famous Ypres, the university at Louvain, and the famous spas.

HOLLAND

The principal attractions for tourists are The Hague, for the Queen's Royal Palace and the Peace Palace; Haarlem, for the Frans Hals museum; and Amsterdam, for the Rembrandt house. Rotterdam, Delft, Leyden, Monnikendam on the Zuyder Zee, Volendam, and many others—present attractions for the tourist.

GERMANY

The tourist should see Berlin; Potsdam; Hamburg; Bremen; Lubeck; Leipzig—famous for the Bach associations and also for its Sample Fairs; Dresden; Cassel; Düsseldorf; Cologne; Frankfurt; Baden-Baden; Stuttgart; Munich; Oberammergau; Bayreuth; Nuremburg; Essen, and Hanover. The Spas of Germany are famous. The Rhine country should not be omitted.

DENMARK

The oldest kingdom in Europe and its capital city Copenhagen is a center of cosmopolitan life. The chief objects of interest are Rosenberg Castle, the famous Resort of Tivoli; the Danish Parliament, and the national museum.

NORWAY

Norway is the country of fjords and the land of the midnight sun. Oslo is the largest city and dates back to the 11th century. Visits should be made to the Parliament, Royal Palace, the universities, and galleries. Trondhjem is the old Viking capital of Norway. Bergen and Stavanger are well worth while.

SWEDEN

Stockholm is sometimes called the Venice of the North. Gothenburg is noted for its museums, art galleries, and the Gota Canal will take the traveler through this country past Trollhatten and Vadstena; Lapland, and the Lapps, offer many traveling experiences. The midnight sun is visible in parts of Sweden from early June to the middle of July.

SPAIN

The tourist who wishes to get off the beaten path can visit Madrid, Seville, Grenoble, Barcelona, Valencia, Cordova, which offer cathedrals, gardens, and many other attractions.

ITALY

The antiquity and beauty of Rome with its St. Peter's, the Forum, the Palatine, invite tourist interest. Florence brings up the names of Petrarch, Boccaccio, Da Vinci, Savonarola and Galileo. Venice and the Lido, St. Mark's, Ravenna, Genoa, Naples, and Milan are many others to be included in every itinerary. The Italian Alps and the lak [redacted] scenic attractions. There are resorts, the principal of these Rapallo, Capri, Lido, Triest and health resorts.

CZECHOSLOVAKI

Those who go to Czecho not fail to visit Prague, v referred to as the "Rome , also the many spas and esorts, among which Carlsbad is the known.

AUSTRIA-HUNGARY

The tourist will find great attractions Innsbruck in Tyrol, Salzburg, Linz on the Danube, Klagenfurt of Carinthia, Graz, the garden city on the Mur, and Vienna. The sulfur springs at Baden, the brine baths of Bad Ischl, the radioactive springs of Badgastein are among the famous health resorts.

HOW TO PLAN THE TRIP

Numerous organizations, including tourist agencies, tourist bureaus of European Countries, American branches of European Railway systems, steamship lines, etc., specialize in arranging itineraries for individuals or parties. The tourist agencies, including among others: American Express, Thos. Cook and Son, Frank Tourist Co., Frank C. Clark, Raymond Whitcomb Co., arrange passage, hotel accommodations, railroad transportation and furnish guides. They are of helpful service, particularly when one is not a seasoned traveler.

AMERICAN LEGION MOVES OVERSEA

The greatest single movement of transatlantic tourists in history will be the expedition of the American Legion to its convention in Paris. THE LITERARY DIGEST has received from national headquarter the following official information:

> "The American Legion will hold its convention in Paris, France, September 19 to 23. Twenty-four ocean liners from five lines will compose the eastbound Legion fleet. Advance sailings wil begin August 10, the main movement will fall around September 1, and the latest return sailing will be November 3. Railroads in the United States and abroad will grant one-half fare round-trip to the veterans, steamship taxes, passport and visa fees, and landing charges have been removed for those who use an official American Legion Identification Certificate. Steamship rates are from $145.80 to $370 round trip on most of the ships and $151.50 up on the SS. *Leviathan*. Those eligible to make the official pilgrimage are members of The Legion; the Auxiliary; fathers and grandfathers of Legionnaires; husbands of women members of the Legion or Auxiliary when accompanied by member wives; minor lineal descendants of Legionnaires; brides of Legionnaires in 1917 prior to the convention; and authorized representatives of the press."

HOW MUCH DOES IT COST?

In the table following we give minimum rates for the 1927 summer season, classified according to various groups of European ports and types of steamship accommodation. While various designations are used by different lines we have termed accommodations of Cabin Steamers as "One Cabin Class," and special "Tourist" accommodations as "Tourist Cabin Class." Rates vary according to the size of the steamships.

During 1926 434,000 passengers of all classes were carried across the Atlantic. A considerable percentage of these availed themselves of attractive rates applying to the One Cabin Class and Tourist Cabin steamships. 44,000 bookings were made for Tourist Third Cabin Class accommodations, a substantial increase over the preceding year.

Transatlantic rates are now so low that it is possible to travel, for instance from New York to Athens, with meals and transportation included, at a rate of two cents a mile.

European tourists will avoid inconvenience and protect themselves against loss by converting their foreign travel funds into travelers' or bankers' checks, available in several different forms.

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[illegible]d [illegible]ce)	$206.25 to $290.00	$135.00 to $152.50	$135.00 to $152.50	$177 to $200
Medite[illegible]nd Italian	$212.50 to $275.00	$132.50 to $150.00	$132.50 to $150.00	No Tourist Cabin Service.
Scandinavian	$195.00 up	$145.00 to $152.50		No Tourist Cabin Service.

IRECTORY OF EUROPEAN TOURIST AND RAILWAY BUREAUS IN NEW YORK

Belgian State Railways . . . . .701 Fifth Ave.
English Railway Systems
London, Midland and Scottish Railway. . . . . .200 Fifth Ave.
London and North Eastern Railway. . . . . . . .311 Fifth Ave.
Great Western Railway . . . . .505 Fifth Ave.
German State Railways . . . . .630 Fifth Ave.
(German Health Resort Bureau)
Italian State Railways. . . . . .749 Fifth Ave.
(Italian State Tourist Dept. Bureau)
Netherland Railways . . . . .32 Broadway
Norwegian Gov. Railway Travel Bureau. . . .342 Madison Ave.
Railways of France . . . . .701 Fifth Ave.
Paris, Lyon, Mediterranée; Eastern;
State Railways; Southern; Northern;
Paris, Orleans; and Alsace and Lorraine
Swedish State Railways. . . . . .52 Vanderbilt Ave.
Swiss Federal Railroads Bureau . . . . .241 Fifth Ave.

EUROPEAN AIRPLANE ROUTES

Air transportation is well established in Europe and is an important facility of tourist travel. In the table following are listed the more important services.

London — Amsterdam — Hamburg — Copenhagen—Malmoe.
Paris — Amsterdam — Hamburg — Copenhagen—Malmoe.
Malmoe — Copenhagen — Berlin — Prague — Vienna.
Malmoe—Copenhagen—Berlin—Munich
Malmoe—Copenhagen—Hamburg—Frankfurt, Zurich.
London—Paris.
London—Paris.
London — Amsterdam — Hanover — Berlin — Konigsberg—Moscow.
London—Brussels—Cologne.
Paris — Strasbourg — Innsbruck — Vienna — Budapest — Belgrade — Bucharest — Constantinople—Prague—Warsaw.
Zurich — Lausanne — Geneva — Munich — Vienna—Budapest.
Toulouse—Barcelona—Casablanca—Dakar.
Nice—Rapello (along Riviera).
Tourin—Grenoble (Italian French Alps.
Venice—Dolomite Alps.
Florence—Rome.

EUROPEAN PORTS, GATEWAYS, ROUTES

In the following tables are given for convenient reference the principal transatlantic and European ports and steamship lines, rail entrances and rail lines, airplane services, etc.

ENGLAND, SCOTLAND, IRELAND

Main Ports	*Steamship Lines*
Liverpool	Canadian Pacific Cunard White Star White Star Dom. Leyland
Plymouth	Cunard French Line No. German Lloyd United States Red Star Holland-America
Southampton	Canadian Pacific Cunard White Star Royal Mail United States Hamburg-American
London	Cunard Atlantic Transport
Glasgow	Cunard-Anchor Canadian Pacific
Cobh (Queenstown)	Cunard Canadian Pacific Hamburg-American No. German Lloyd U. S. Lines. White Star
Londonderry	Cunard-Anchor

FRANCE

Cherbourg	Atlantic Transport Canadian Pacific Cunard Hamburg-American White Star No. German Lloyd Royal Mail Red Star United States
Havre	Cunard-Anchor French Line
Boulogne	Holland-America

BELGIUM

Antwerp	Canadian Pacific Red Star

HOLLAND

Rotterdam	Holland-America

NORWAY

Transatlantic Ports	
Oslo	Norwegian-Am. Scandinavian-Am.
Bergen	Scandinavian-Am. Norwegian-Am.

SWEDEN

Transatlantic Port	
Gothenberg	Swedish-American

GERMANY

Main Ports	*Steamship Lines*
Bremen	No. German Lloyd United States
Hamburg	Canadian Pacific Cunard United American Hamburg-American

ITALY

Genoa	Navigazione Generale Italiana Lloyd Sabaudo Transatlantica Italiana. Libera Line (San Francisco) Dollar S. S. Line (San Francisco)
Naples	Navigazione Generale Italiana Fabre Cosulich Dollar S. S. Line (San Francisco) Transatlantica Ital. Lloyd Sabaudo
Trieste	Cosulich
Palermo	Cosulich Navigazione Generale Italiana Transatlantica Italiana

SPAIN

Cadiz Barcelona	Spanish Royal Mail
Gibraltar	Lloyd Sabaudo

CZECHOSLOVAKIA

Main Gateways	*Rail Routes*
From Germany Tetchen Bodenbach Eger	German Railways connecting with Government Railways

AUSTRIA-HUNGARY

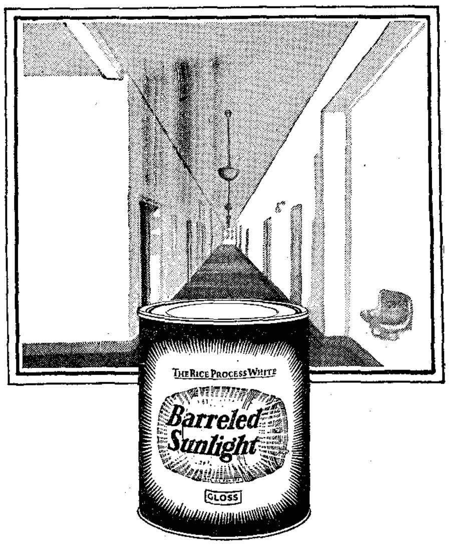
Gateways from Germany Salzburg Kufstein Passau	German Railways connecting with Austrian Federal System

SWITZERLAND

Main Gateways	
From France: Basel Lausanne Vailorbe Geneva	Swiss Federal Railways
From Germany: Constance Lindau	From Italy: Lugano Iselle

MONACO

Motor Route Grand Cornich Drive from Riviera Points	French Railways



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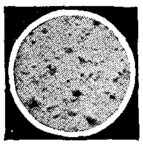
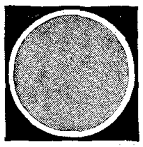

Ordinary Flat Finish White Paint


Barreled Sunlight Gloss Finish

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INVESTMENTS · AND · FINANCE

HOW THE WAR DEBTS MUST BE PAID

THE REALIZATION that international debts must in the last analysis be paid in goods leads to fears by some economists that such enormous payments as those made by our European war debtors are bound to demoralize our foreign commerce, and also to reassuring statements from others that this matter will adjust itself without any trouble. Writing for the Foreign Policy Association, Mr. Lewis Webster Jones reminds us that—

> The important factor is that the debtor nation must secure dollar exchange either directly or indirectly—i. e., that it must have an export balance on the total of visible and invisible items, and the United States must have an import balance. This has led many to believe that the receipt of debt payments by the United States would flood the American market with foreign goods, with disastrous results to American industry.

Of course, continues Mr. Jones, for many years, perhaps "for an indefinite period of time," foreign Governments can make debt payments by private borrowings in the United States. But the trouble is that "there can be no real liquidation of the debts as long as this private borrowing continues; the net effect of such transactions is only to change the form of the debts from public to private obligations." Notes this observer:

> The difficulty of expecting the debtor Governments to meet their obligations to the United States in terms of goods is seen by referring to the trend in the balance of international payments. For a number of years the United States has had a heavy export, or so-called "favorable" balance, of international payments. This large export balance is consistent with the general trend of American foreign trade since 1919.

As against this existing trend, we are told, must be placed the assumption that:

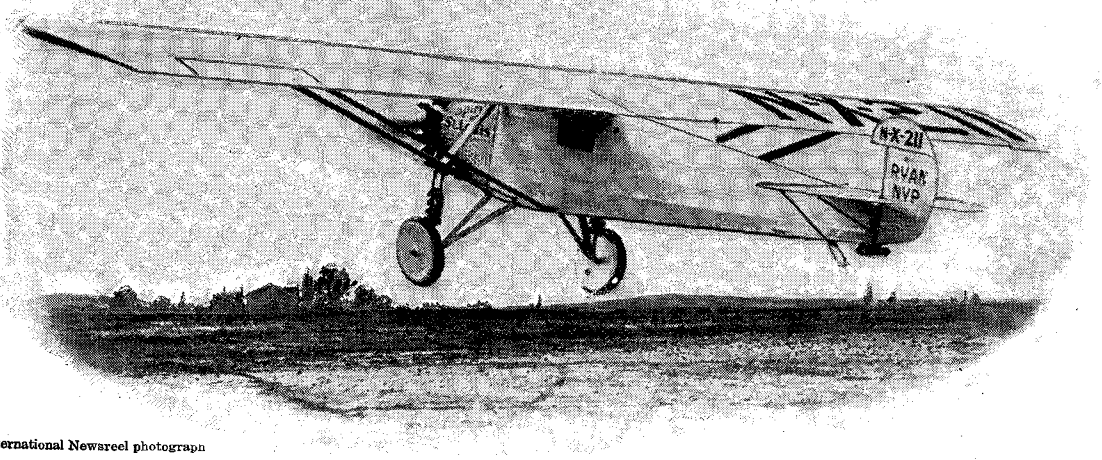
> If the United States were to receive regularly the annual payments on account of the war debts and private investments, it would be necessary to have an unfavorable balance of payments of approximately $1,000,000,000 a year. It is doubtful if foreign countries under existing economic conditions could produce the kinds of commodities which would bring about such a drastic change in trade relations, to say nothing of difficulties of shipping these commodities into the United States over the tariff wall.
>
> Moreover, American industry is disinclined to encourage such a reversal of American trade relations. Under the leadership of the Bureau of Foreign and Domestic Commerce of the United States Department of Commerce, American business is engaged in a campaign of seeking new markets and increasing the volume of its exports.

Here would seem to be an almost irrepressible conflict of interests, but an important flaw in Mr. Jones's argument is found by *The Wall Street Journal:*

> He has done no less than sink three continents and all their inhabitants below the waters of the seven seas. America and her European debtors are not limited to trade with one another. All of them can, do and will trade with Asia, Africa, and South America. If the balance of trade between a debtor and a creditor nation must be "unfavorable" to the latter in order to discharge the debt, it does not follow that the creditor nation's whole world trade must have that character.
>
> Nor is it necessary that the debtor must deliver the creditor a surplus of goods equal to the debt and interest within the time limit prescribed for payment of the government debt itself.
>
> One factor in the future position and effect of the war debts has been generally ignored, tho it is likely to do more to ease those burdens than the abatement of principal inherent in settlements to which the United States has consented. National wealth and income in all the important debtor countries is sure to expand immensely during the sixty-two years of payment. Relatively, the debts will shrink steadily, irrespective of the instalments of principal discharged on the books.
>
> Because of this incalculable but real factor in world economics the indemnity imposed upon France in 1871 failed of its purpose. Broken as she appeared to be by that earlier peace of Versailles, France anticipated the terms of payment. The international business horizon embraces an incomparably larger field than it did then, with a correspondingly more rapid multiplication of the world's store of goods and values.
>
> In any case, it is hardly permissible to sink three of the five continents to prove whatever it is that you wish to prove.

Finally, we note the conclusion of a distinguished economist that the clash of trade balances will be averted because, when ordinary commercial methods are used in making the debt payments, the very fact of payment increases the exports and diminishes the imports of the debtor country and, in a corresponding measure, increases the imports and diminishes the exports of a creditor country. Dr. B. M. Anderson, Jr., of the Chase National Bank of New York, states succinctly the process of international debt payment when ordinary commercial methods are used, both countries concerned are on the gold standard, and the world's markets are reasonably opened to the movement of goods:

> 1. The debtor country accumulates through taxation a fiscal surplus, an excess of taxes over public expenditure, equal to the payment that has to be made in a given period.
>
> 2. The mere creation of this excess of taxes over government expenditure means that the debtor country has reduced the combined buying power of the people and the Government by precisely the amount of the fiscal surplus, and that the country is producing more than it can pay for at prevailing prices.
>
> 3. This fact alone means that the prices of commodities in the debtor country tend to be lower than they would otherwise be.
>
> 4. This makes the debtor country a good market in which to buy a poor market in which to sell and, consequently, increases its exports and diminishes its imports.
>
> 5. There is, consequently, an increased demand in the foreign-exchange markets of the world for drafts and bills drawn in the currency of the debtor country and, at the same time, a diminished supply of such drafts and bills. The exchange markets are, therefore, ready to absorb an increased amount of exchange drawn on the debtor country.
>
> 6. Under these conditions the stage is set for the next step, which is the transfer of the fiscal surplus in the debtor country via the exchange markets into the foreign currencies needed to make debt payments to the creditor country. As the debtor country presses the sale of its own currency in the foreign-exchange markets, it forces the price of its exchange toward or to the gold-export point, and this lower price of its exchange gives an additional advantage to its exporters and imposes an additional handicap upon its importers, still further increasing its exports and reducing its imports.
>
> 7. If the exchange rate is forced to the gold-export point, the central bank in the debtor country will be obliged to raise its discount rate, with a general tightening of the money market. This still further checks imports and increases exports.
>
> 8. Meanwhile, the receipt by the creditor country of funds in its own currency increases the aggregate income of the creditor country. There are three uses which the creditor government might make of the funds thus received: (a) it may remit taxes by an equal amount which increases the buying power of the general public; (b) it may spend the money itself, again increasing the combined buying power of the public and the government, or (c) it may use the funds in paying off public debt, which puts new funds in the capital market to be invested and spent, again increasing the aggregate buying power of the country. Under these conditions, prices tend to rise in the creditor country, and the creditor country becomes a good market in which to sell and a poorer market in which to buy. Its imports tend to increase, and its exports tend to be checked. The addition to its income enables it to purchase the increased supply of goods—the increased volume of goods being in principle exactly balanced by the increase in income.



International Newsreel photograph

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Austin has designed and is now constructing a hangar for Boeing at Chicago, to serve the new Salt Lake City—Chicago Route—the fourth contract from Boeing in the last three years; and is also building a new manufacturing plant for the Lockheed Airplane Corporation at Los Angeles.

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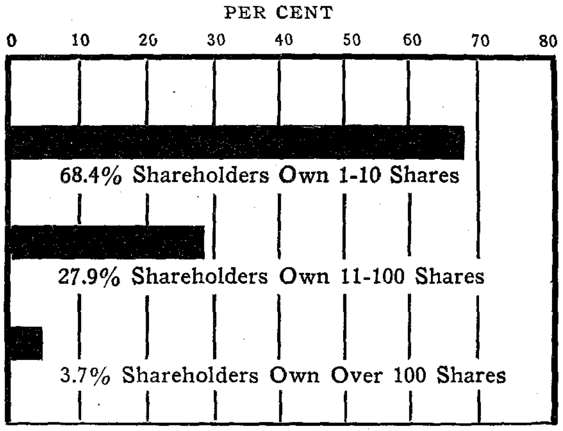

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OUR NEW AND OLD DEBT-REDEMPTION POLICIES

SECRETARY MELLON'S plan of replacing maturing long-term government notes like the Liberty Bonds with short-term, low-rate obligations may be taken somewhat as a matter of course by the general public. But it really "is something of an innovation in the history of public debts," the New York *Times* reflects. British and American refunding issues of the last century were likely to be either perpetual or long-term obligations. But in those days, in our own country at least, "there was a double reason for not converting into short-term loans":

> Bond issues with a near maturity did not meet with favor on the part either of the Government or the investing public The Treasury wished to insure itself against vicissitudes of the money market, the bond-subscribers preferred an investment which could be retained for a long period. This preference was greatly emphasized by the growth of the national bank circulation, based by law on pledge of United States bonds as security.
>
> When the Government, in the prosperous year 1900, converted into 2 per cent the large existing loans bearing 3, 4 and 5 per cent., and paid a premium in cash as inducement for the exchange, it fixt a thirty-year term for the new 2 per cent. Its avowed purpose was to prevent, so far as possible, the rapid extinction of the debt, whose existence appeared to be necessary in order that the bonds might continue to serve as a backing for bank-note currency or as security for public deposits in the banks. It believed that active trade would need more currency, and that the public surplus was such as to necessitate either locking up of actual cash in the Treasury (with resultant money stringency), or the throwing of exceptionally large amounts into repurchase of United States bonds, or the lodging of the surplus with the national banks.

"None of these motives can exist under our present system," continues *The Times;* indeed, "the mere recital of them shows how far the United States has moved from the awkward fiscal machinery of those days." And yet, we are told, the progressive extinction of the public debt will eventually deprive the banking community of what has become a favorite temporary investment for unemployed resources, namely, the low-rate, short-term government obligation which can be counted on to sell around par. *The Times* then turns to show how the present method of debt reduction is much more profitable to the Government than the old one:

> In the four years from 1888 to 1891, inclusive, the Treasury bought $235,000,000 bonds on the open market at prices ranging as high as 129; the mere expenditure on premiums cost $45,000,000 in two years. In the fiscal years 1925 and 1926, $317,000,000 unmatured Third Liberty 4¼ per cents. were bought at an average premium of barely 1¼ per cent., and the

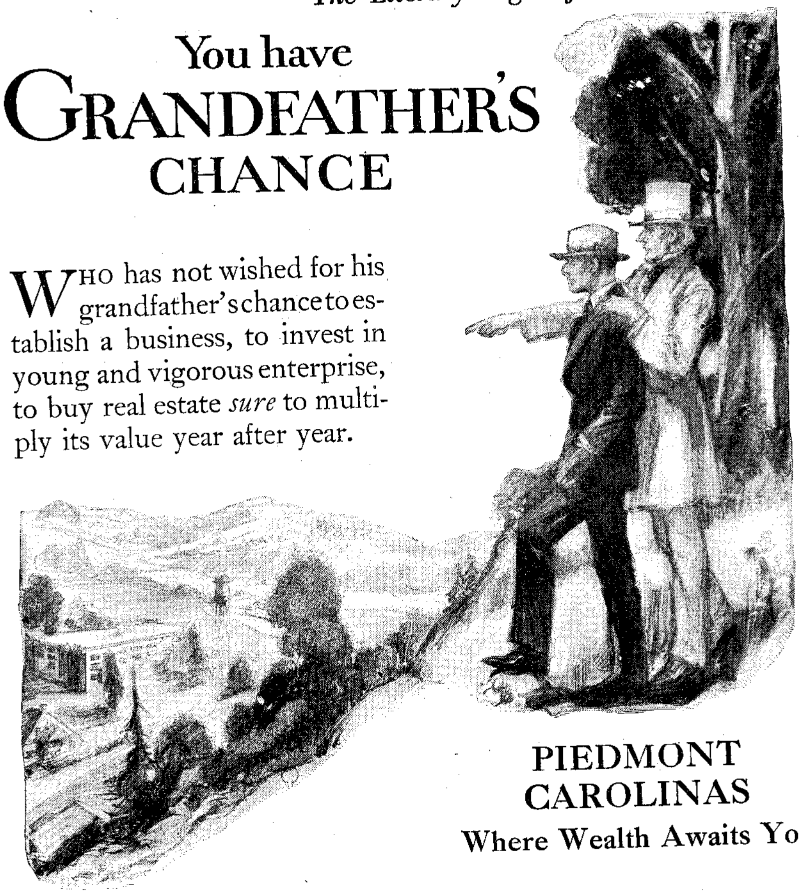
very large retirements of the Second Liberty loan in the present fiscal year will have been effected without any payment of a premium.

The present policy of refunding is directed plainly to continuous and rapid reduction of the debt. This merely repeats American history. From a total of $127,000,000 in 1816 (a heavy burden for those days) the public debt had been entirely extinguished in 1835. From $2,381,000,000 in 1865, it was brought down to $585,000,000 in 1892. The Treasury has predicted that the debt of about $16,000,000,000, incurred for our own war expenses, and not for advances to other Governments, will be wholly redeemed by 1944. Whether the curious paradox of 1835 and 1888, whereby approaching extinction of the public debt created a difficult financial situation, will in any way recur, is an interesting question. In 1888 the danger lay with the currency, but the trouble of 1835 arose from political efforts to use the cancelation of the debt as a ground for unwarranted increase of public expenditure.

CHANGING EUROPE'S LABOR MIGRATIONS

WE Americans have not paid much attention to the effect our recently inaugurated immigration restrictions have had on the migration of labor in other parts of the world. So the New York *Journal of Commerce*, noting this, reminds us that "by closing this country to European labor, that in former times would have sought an outlet overseas, we have been responsible for a new type of migration which is producing far-reaching effects upon the composition of the working populations of a number of continental countries." There has always been a certain amount of shifting of agricultural workers in Europe, but in recent years international movements of the working classes in Europe have become less temporary and more universal, and it is asserted that, "altho this new type of population interchange has undoubtedly been fostered by certain changes in the continental post-war industrial situation, the United States quota restrictions have played a dominant rôle in assisting the movement." According to *The Journal of Commerce:*

> France and Italy are the two countries which have probably been most affected by enforced shifts in the trend of emigration brought about by recent changes in our laws and in their own industrial position. In the case of France this has meant an unprecedented influx of foreign, and particularly Italian, workers into the country. For Italy, France has provided an outlet for pent-up labor that under other conditions would have attempted to find ingress into the American market. Post-war poverty and the consequent difficulty of obtaining funds with which to finance overseas emigration would, it is true, even in the absence of all restrictions, cut down the outward movement somewhat, but certainly not enough to have encouraged an inter-European transfer of population on the scale that has actually occurred. Except for the aid of foreign labor, the French would, in fact, have been unable to furnish the man-power to carry on their industrial activities during the



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State-wide road building has opened up whole sections of Piedmont Carolinas where previously the only work available was on backwoods farms. A great public service group has carried hydro-electric development into these sections, providing *industrial* employment for the abundant labor.

Business men have grasped the opportunities. Wealth during the last few years has increased *three times as fast* as in many older, more highly industrialized states. Now is the time to build with this section. Take advantage of the opportunities to set up *your* business in Piedmont Carolinas, to supply the industries already established here. Serve the rich markets that have been developed and that are growing far faster than they can at present be supplied locally.

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Rich Markets

Some idea of the potentialities of nearby markets may be gained from these facts:

Annually Southern textile mills purchase $107,000,000 worth of equipment, machinery and supplies. Only a small part of this demand is supplied by Southern manufacturers.

Imports into the South of ceramic wares amount to $45,000,000 annually—chinaware, wall and floor tile, sanitary ware, electrical porcelain and refractories.

Practically all of the textiles used in the extensive furniture industry, together with much of the hardware and fittings used by that industry, are imported.

And the Carolinas yearly bring in foods and feed products worth $335,000,000.

These are only a few of many outstanding examples of rich waiting markets. They will amply reward manufacturers who elect to utilize local labor and local raw materials in supplying them.

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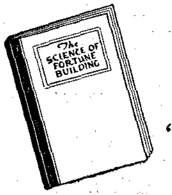
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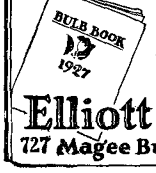

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INVESTMENTS AND FINANCE
Continued

period of post-war inflation which has encouraged full utilization of their greatly expanded industrial equipment.

Between 1920 and 1926 nearly 1,200,000 foreign workers entered France, and of this number approximately 740,000 were industrial workers, almost half of whom were Italians. Poles, Belgians, and Spaniards were the next most numerous groups contributing most of the remainder, accounting for a total of over 600,000. Altho the statistics for last year are not yet available, it is said that the movement continued on a scale that has caused considerable alarm to the French, who are now facing the prospect of unemployment due to their financial reforms which have checked the feverish industrial activity that has been ruling for so long.

At the same time that Italy views with anxiety the prospect that the French will cease to welcome shipment of excess labor power, the Fascist spirit resents the disposition of the migrants to "stay put" once they are in France. Of course the situation in this respect may be greatly altered when conditions in France become less abnormally prosperous, and conditions in Italy acquire a different political complexion. It is, however, certain that it will be hard to find satisfactory substitute outlets oversea into which may be poured the immigration stream that has been turned away from the United States.

INDUSTRIAL WINNERS IN TWENTY-FIVE YEARS

A NOVEL calculation has recently been made by the Census Bureau Department which attracts the attention of *Advertising and Selling* (New York). It seems that this diligent branch of the Federal Government has been figuring out which industrial groups in this country have been making the greatest gain in the quarter of a century between 1899 and 1925. As the New York advertising organ reports some of the facts brought to light:

The automobile, of course, makes everything else look like a snail. It made 4,666 per cent. increase. But next to that is chemicals, 365 per cent. increase; next to that metals and metal products (not iron or steel), 321 per cent.; and next to that paper, printing, and related industries, 317 per cent. Lumber is at the bottom, having gained only 6.8 per cent.; shipbuilding next, 22.2 per cent.; and leather next, 33.8 per cent. It is, after all, rather amazing that there should be such huge differences in the "pace" of the great industrial groups. Seemingly there has been a fairly horizontal growth industrially; but actually not so. Textiles gained only 96.5 per cent., food 119.6 per cent., tobacco 168.7 per cent. The average gain for all industries has been 178.4 per cent.

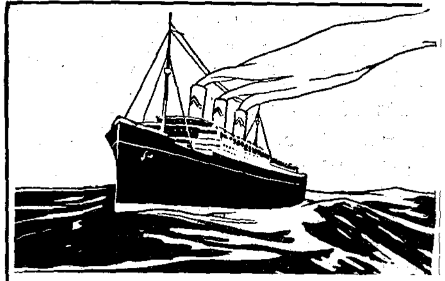
Another important bit of information is that there has been a particularly marked increase in production per worker in the last several years; 10 per cent. between 1923 and 1925, 40 per cent. between 1919 and 1925. From 1909 to 1919 the output per worker actually decreased. When worker's output increases it means higher "real" wages; more spending power.

Chicago

is foremost in the use of floodlighting. Her architectural beauty, her fountains and statues, blossom like the cereus at nightfall. Illumination in Chicago is a large part of civic pride, and one company holds the contracts for most of this service.

Commonwealth Edison Company
The Central Station Serving Chicago

This company has paid 150 consecutive dividends to its stockholders. Send for year book. Stock listed on Chicago Stock Exchange.



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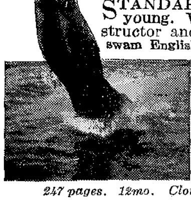

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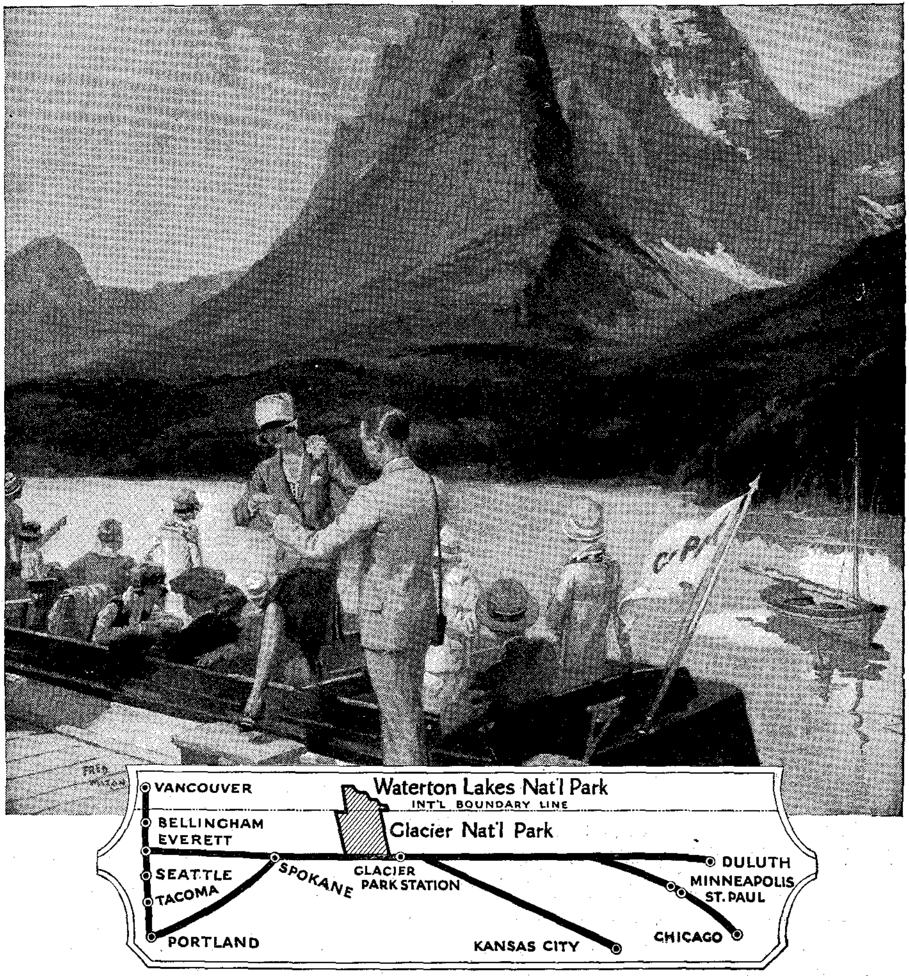

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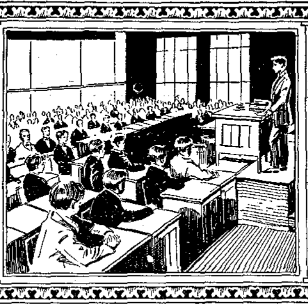

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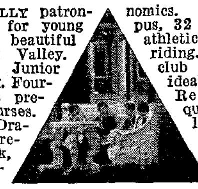

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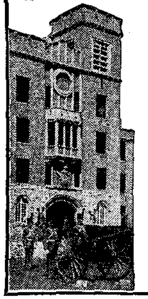

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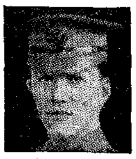

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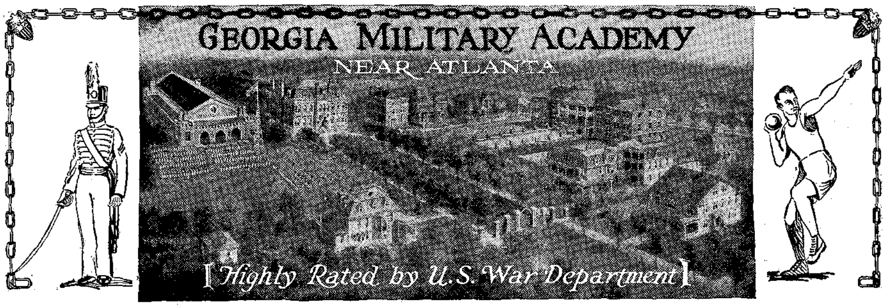

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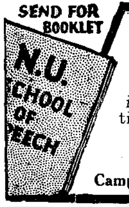

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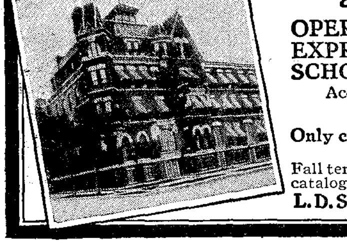

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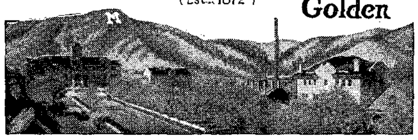

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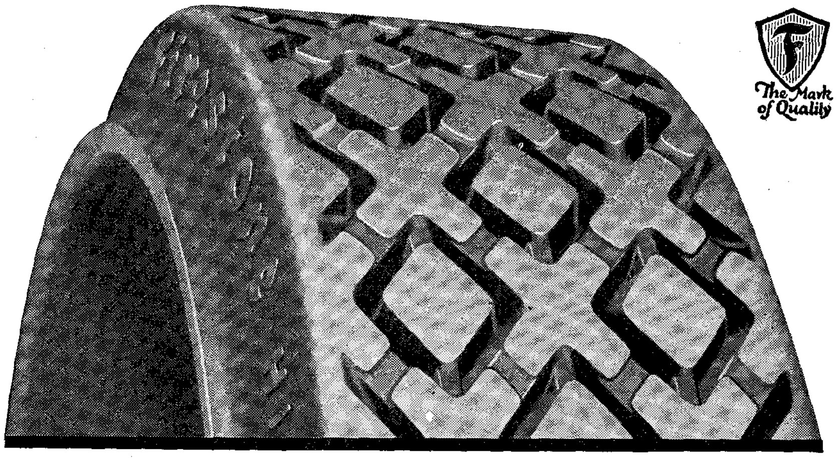

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CURRENT EVENTS

FOREIGN

May 18.—The Reichstag investigating committee, appointed in the summer of 1919, reports that Germany was guiltless of international law violations in the World War, except possibly in regard to the violation of the neutrality of Belgium, on which the committee is not yet ready to report.

May 20.—Lieuts. C. R. Carr and L. M. S. Gillman, of the British Air Force, take off on a projected 4,000-mile non-stop flight to Karachi, India, from Cranwell, England.

May 21.—Capt. Charles A. Lindbergh completes his non-stop flight from the Mineola flying field, New York, to Paris, landing in Le Bourget air field, outside Paris, at 10:21 o'clock, or 5:21 P. M. New York daylight saving time, and is greeted by a frenzied mob of 20,000 people.

The conservative faction of the Chinese Nationalist Army is reported drawing near Hankow, stronghold of the radical Nationalists.

Antonio de Narez, delegate from Colombia to the International Economic Conference at Geneva, charges that the United States State Department is intervening in the international affairs of Latin America, and urges Europe to interest itself in the development of Colombia.

May 22.—Honors reserved for royalty are accorded to Capt. Charles A. Lindbergh in Paris, and messages of congratulation for his New York-to-Paris flight reach him from all parts of the world.

Lieuts. C. R. Carr and L. M. S. Gillman, of the British Royal Air Service, who were attempting a non-stop flight from England to India, are reported forced down in the Persian Gulf and rescued.

The British Consul at Chinkiang has been withdrawn, according to a dispatch from Shanghai.

May 23.—Capt. Charles A. Lindbergh is decorated by President Doumergue of France with the Cross of the Legion of Honor as a tribute to him for his New York-to-Paris flight.

Commander Francesco de Pinedo, Italian four-continent flyer, hops off from Trepassey, Newfoundland, for the Azores, on his way back to Italy.

The International Economic Conference at Geneva adjourns, after adopting a code which sets forth that it is necessary to encourage extension of international trade by lowering excessive tariff barriers.

DOMESTIC

May 18.—Thirty-seven pupils and seven adults are killed in a series of dynamite explosions at Bath, Michigan, set off by Andrew Kehoe, school janitor, who is himself killed.

The American Medical Association, in convention in Washington, adopts resolutions favoring legislation to remove the present restrictions on the amount of alcoholic beverages a doctor may prescribe.

John M. Parker, director of flood relief in Louisiana, warns the inhabitants of twenty-six towns in that State to flee from the flood momentarily expected in their district.

May 19.—Ten thousand people begin moving out of the district of Louisiana threatened by a flood break from the Atchafalaya River.

The executive committee of the Anti-Saloon League adopts a resolution urging President Coolidge to appoint as Commissioner of Prohibition one "who is in sympathy with the law he will be called on to enforce."

The Black, or invading forces, are defeated by the Blue, the defensive forces, in the war game on the New England coast.

May 20.—Capt. Charles A. Lindbergh takes off from the Mineola flying-field at 7:51 A. M. on his solitary non-stop flight to Paris.

Harry F. Sinclair, oil operator, is sentenced by Justice William Hitz of the Washington District Supreme Court to three months in jail and a fine of $500 on a charge of contempt of the Senate in refusing to answer four questions in the oil investigation in 1924.

Brig.-Gen. Lincoln C. Andrews resigns as Assistant Secretary of the Treasury in charge of Prohibition enforcement, customs and the coast guard, and Secretary of the Treasury Mellon recommends Seymour Lowman, formerly Lieutenant-Governor of New York, to replace General Andrews, and appoints Dr. J. N. Doran as Commissioner of Prohibition.

Heroic measures are resorted to to prevent a break in the east levee of the Atchafalaya River at McRae, Louisiana, and a thousand cars are sent out from Baton Rouge to bring in refugees from the threatened district.

President Coolidge announces the appointment of Joseph C. Grew, Under-Secretary of State, as Ambassador to Turkey. The post has been vacant since Turkey and the United States severed diplomatic relations in 1917.

May 21.—Secretary Hoover orders 163,000 persons from the Atchafalaya basin in Louisiana, threatened by the oncoming flood.

May 22.—The monetary loss in the Mississippi Valley flood is estimated now at approximately $240,000,000. About 750,000 people have been flooded out of their homes, and about 18,000 square miles of land have been inundated.

May 23.—Henry Edward Huntington, of Los Angeles, railroad executive, shipbuilder, and art and book collector, dies in a hospital, in his seventy-eighth year.

Success Story.—"Yes," said the oculist, "he had a curious affliction; everything he looked at he saw double."

"Poor fellow. I suppose he found it hard to get a job?"

"Not at all. The gas company snapt him up, and now he's reading meters."—*Tit-Bits.*

Consolation.—"What did father say when you told him you were going to take me away from him?"

"He seemed to feel his loss keenly at first, but I squared things with a good cigar."—*London Tit-Bits.*

Rah for Logic.—"Dad, I need a new hat."

"But you go without a hat."

"Yes, but I must have a hat to go without."—*Boston Transcript.*

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Rewriting the Copybook.—Some are born good, and others make good.—*National Magazine.*

Extra Change.—"The wages of sin ever remain the same," remarks an exchange.

However, an additional sum may be had in advance from the confession magazines. —*Boston Transcript.*

Now a Cafeteria Hound.—What's become of the old-fashioned man who felt insulted if his wife missed her baking day and he had to eat baker's bread for a meal or two? —*Cincinnati Enquirer.*

Tore It to Shreds.—We hereby officially record our thanks to the Madison Maennerchor for its inspiring rending of song, "the liquid music of harmonious voices." —*Journal of the Wisconsin Senate.*

Family Keepsake.—Teacher—"Joseph, what are you going to give your little sister for a birthday present?"

Joseph—"I dunno; last year I gave her the chicken-pox." — *Rexall Magazine.*

Adventurous Author.—Mr. Peltier went up through the roof of his cabin and landed in the street, on his mattress, still wrapt in the quilts and blankets, fortunately for us, unhurt, handsomely bound and lavishly illustrated, $3.—*Book ad in the Sacramento Bee.*

Just Carried On.—"To what do you attribute your longevity?" inquired the young man.

"To the fact," replied the old man, conclusively, "that I never died."—*Boys' Life.*

Cares of Maternity.—Alta, April 16.—E. J——, local merchant, and Duroc Jersey hog breeder, was a sow that recently farrowed with twenty lively little pigs. According to ——, each little pig promises to make a real hog in time, but he was forced to give some of this litter to another mother sow who was more able to take care of them.—*Des Moines Sunday Register.*

Time to Change the Subject.—The respondent was being examined in lunacy proceedings.

"Who was our first President?" asked his counsel.

"Washington."

"Correct. Who was our second President?"

"John Adams."

"Correct."

Then there was a pause.

"He's doing well," whispered a friend of the lawyer. "Why don't you keep on?"

"I ain't sure who was third President myself."—*Louisville Courier-Journal.*

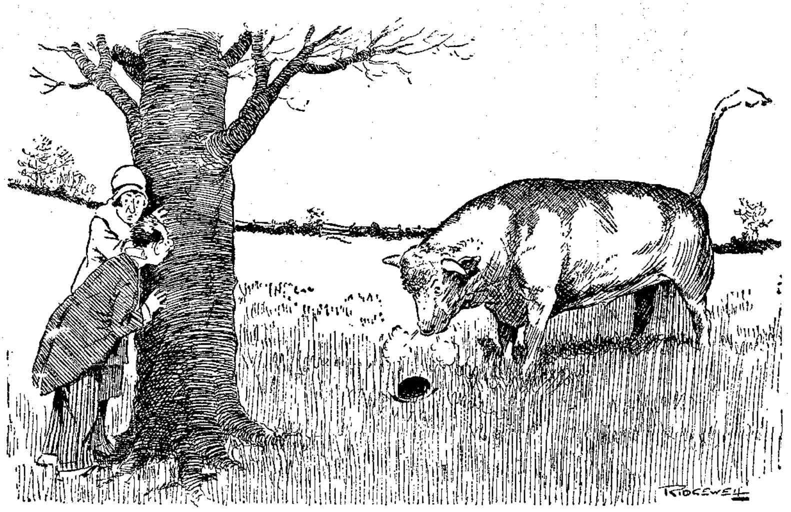
Up to Snuff.—Him—"You look like a sensible girl, let's get married."

Her—"Nothing doing. I'm just as sensible as I look."—*Puppet.*

And There He Was.—"Poor old Miss Mayden came near getting herself into trouble last night. She started, according to her usual habit, to look under her bed—"

"Well?"

"Well, her bed at the time happened to be an upper berth in a sleeping-car." —*Boston Transcript.*



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His Wife (bitterly): "If you'd only come to the pictures with me sometimes you'd know what to do in a case like this."

With Sneezes.—Marry in Szczebczcsnzyn, repent at leisure.—*Detroit Free Press.*

Daredevil's Terrors.—Interviewer—"Aren't you sometimes frightened when you look down at the street below you?"

Steeplejack—"Yes. Only yesterday I thought sure I was going to see a pedestrian get run over."—*Life.*

Skittish Proboscis.—The Frank Renard Club, musical organization of Dallas, will give classical and semi-classical numbers at 8:30 o'clock Thursday night—"To a Wild Nose," "I Love Thee," etc.—*Dallas Morning News.*

Dead Give-Away.—"Did her father give the bride away?"

"I should say he did. He got rattled and said as he handed her over to the groom, 'It is more blessed to give than to receive.'"—*Boston Transcript.*

Wrong Shop.—"I want a bottle of iodin."

"Sorry, but this is a drug-store. Can't I interest you in an alarm clock, some nice leather goods, a few radio parts, or a toasted cheese sandwich?"—*Penn State Froth.*

Playing in Hard Luck.—One woman whose name was not learned lost her handbag containing $500 in the confusion attendant on the transfer of passengers. Her lights were extinguished, as the water reached the engines. — *San Francisco Chronicle.*

Big Idea.—
STERILIZATION OF FEEBLE-
MINDED STATUTES UPHELD
—*Cincinnati Commercial Tribune.*

Traffic Relief.—Noting that cholera killed 1,500,000 pigs in this country last year started us wondering if there isn't some way of giving cholera to road hogs. —*Birmingham Age-Herald.*

Red Rebellion.—A resolution to support the borough officials in their efforts to enforce the illegal sale of liquor in Narberth featured the April meeting of the Board of Trade.—*Narberth (Pa.) paper.*

Showing Results.—Teacher—"Surely you know what the word 'mirror' means, Tommy. After you've washed, what do you look at to see if your face is clean?"

Tommy—"The towel, sir!"—*Melbourne Table Talk.*

But It Gets You Just the Same.—Golf is what letter-carrying, ditch-digging, and carpet-beating would be if those three tasks had to be performed on the same hot afternoon in short pants and colored socks by gouty-looking gentlemen who required a different implement for every mood.—*New York Sun.*

Happy Transformation.—
DIVING INTO WATER
CAR TURNS TURTLE
—*Trenton paper.*

Traced to the Source.—Small Boy in the Country—"No, mama, I won't drink this milk. I will drink milk that comes from a wagon; but do you know where they got this milk? They pulled it out of a cow."—*Pointer.*

Well-known Breed.—"What are these 'yesmen' that I sometimes hear about?" writes a feminine inquirer.

"Yesmen, madam, are fellows who hang around the man that nobody noes." —*Boston Transcript.*

Patent Silencer.—"Pa," said Clarence, "what is an optimist?"

"He's a man, son," replied his dad, "who thinks if he tells the back-seat driver to shut up, she'll keep mum for the rest of the trip."—*Cincinnati Enquirer.*

Bright Messenger.—"Willie," said his mother, "I wish you would run across the street and see how old Mrs. Brown is this morning."

A few minutes later Willie returned and reported:

"Mrs. Brown says it's none of your business how old she is."—*Boys' Life.*